

I-375 RECONNECTING COMMUNITIES PROJECT

Public Meeting Summary



Prepared by HNTB Michigan, Inc.

June 2024

TABLE OF CONTENTS

1	Executive Summary.....	1
1.1	Project Background	1
1.2	Public Meeting Summary	2
2	Public and Virtual Meeting Details	3
3	Notification Process	4
3.1	Earned Media Promotion.....	4
4	Public Meeting Materials	8
5	Public Meeting Comments	9
6	Next Steps	10
	Appendix A: Meeting Notifications	A-1
	Postcard	A-2
	Press Release	A-3
	Appendix B: Public Meeting Materials.....	B-1
	Sign-In Sheets.....	B-2
	Title VI Surveys	B-18
	Public Meeting Exit Survey	B-25
	Presentation	B-35
	Project Boards.....	B-54
	Project Roll Plot.....	B-61
	Appendix C: Comments.....	C-1
	Public Meeting Verbal Questions and Comments.....	C-2
	Public Meeting Comment Cards.....	C-7
	Online Comment Form.....	C-18
	Online Questions and Comments Submitted Before the Meeting.....	C-21
	Public Meeting Roll Plot.....	C-23

TABLE OF TABLES

Table 2.1 Meeting Details	4
Table 3.1 Methods of Notification	4
Table 3.2 List of Earned Media Coverage	5
Table 4.1 List of Public Meeting Materials	8
Table 5.1 Public Feedback	9

1 EXECUTIVE SUMMARY

1.1 PROJECT BACKGROUND

Through the I-375 Reconnecting Communities Project, MDOT plans to convert the existing freeway into a street-level boulevard with signalized intersections from Gratiot Avenue to Atwater Street. The new design will meet current safety standards, reduce crashes, improve road efficiency, reduce impacts to the community, and provide safer travel for multi-modal usages. The project delivers improved connectivity within the urban grid between downtown, the Riverfront, Greektown, the Eastern Market, the stadium district, the theater district, and the surrounding neighborhoods.

The project includes numerous community benefits, including improved connectivity and mobility for walkers, bikers, rollers, and vehicles; decreased traffic congestion and crashes; and taking an equitable approach to incorporating the history of the Black Bottom and Paradise Valley neighborhoods that were removed for urban renewal and construction of the freeway. Early 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 new boulevard at the current city street level from I-75 to Atwater Street. The existing I-75/I-375 interchange will 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's early 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 every other month, 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, local and government advisory committee meetings, stakeholder meetings, and numerous 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) third public meeting of the early design phase of the I-375 Reconnecting Communities Project.

To encourage public participation, MDOT held an in-person public meeting at The Eastern, in the Eastern Market, on June 25, 2024. The meeting was also live-streamed to ensure that all community members who could not attend in person could learn about and engage with the project. This provided multiple ways for the public to comment on and engage with 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, the Public Involvement Management Application (PIMA) for online comments and distributing project notifications, and YouTube to live-stream and host the virtual meeting.

The public meeting started with the opportunity for attendees to view the project board and speak with project team members, the presentation started promptly at 6:30 p.m. The presentation was created to:

- Provide an overview of the project.
- Review recent project updates, including boulevard concept changes driven by community feedback
- Provide updates about the Neighborhood Framework
- Review recent Disadvantage Business Enterprise (DBE) and workforce development outreach
- Share information about project partners
- Review the project timeline and major milestones

See Appendix B to review images of the [Presentation](#).

Following the presentation, the project team hosted a question-and-answer session. To review questions from attendees and answers from the project team, see [Public Meeting Verbal Questions and Comments](#) in Appendix C

After viewing the presentation, attendees could review project boards at project stations, speak to project team members directly, or remain seated and listen to the question-and-answer session. The project exhibit boards covered the following:

- Project Area History
- Design Concept Updates
- Community Enhancements Plan
- Neighborhood Framework
- Project Timeline and Major Milestones
- Disadvantaged Business Enterprise (DBE) and Workforce Development

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

Another medium for information presentation and feedback was a series of project maps showing the proposed corridor design concept. Four of these maps were presented as large-format “roll plots” to which attendees added post-it notes with their comments on the design concept updates.

After reviewing project information, the public meeting presentation, project boards, and talking to project members, attendees were given an optional survey to complete before leaving the public meeting.

The survey collected information about attendees’ experiences at the public meeting, how they felt about the information presented, and feedback to improve future public meetings. Thirteen attendees completed the survey, ten completed it on paper, and three completed it virtually through a link provided at the meeting. The results can be viewed in [Appendix B: Public Meeting Materials](#).

Overall, this public engagement period garnered 55 written responses from in-person and virtual 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 concerns about pedestrian and cyclist safety, construction impacts on businesses and residents, traffic delays on the new boulevard, and increasing pedestrian connections throughout the corridor.

2 PUBLIC AND VIRTUAL MEETING DETAILS

A total of 173 community stakeholders attended the in-person public meeting, and 772 community stakeholders attended the meeting via live-stream. A total of 120 in-person meeting attendees (69%) 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 Tuesday, June 25, 2024	6 - 8 p.m.	The Eastern 3434 Russell St. Detroit, MI 48207	173
All stakeholders Tuesday, June 25, 2024 – Tuesday, July 9, 2024	N/A	YouTube	772

3 NOTIFICATION PROCESS

MDOT used traditional and online means of inviting the public to participate in both formats of the public meeting. 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 over 13,000 addresses within a 1/2-mile radius of the project corridor.
Media Advisories/ Press Releases	MDOT sent out a press release 13 days before the meeting date to inform the media and public about 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 invitation through e-mail. In addition, the City of Detroit sent out the public meeting 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 before the June 25th public meeting. Eight promotional social media posts were released before the meetings; they are listed in the table below.

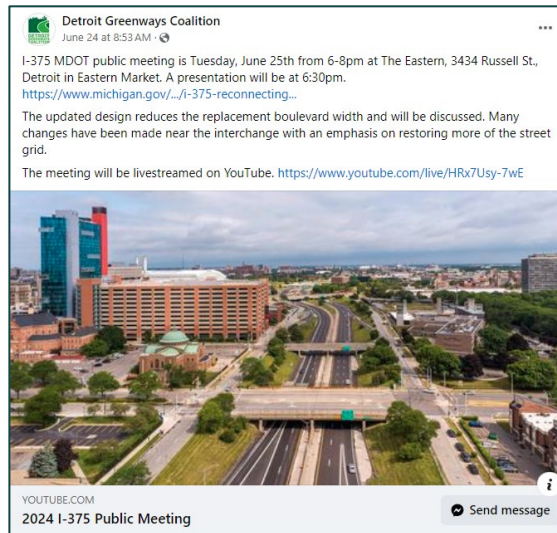
Table 3.2 List of Earned Media Coverage

MEDIA OUTLET	RELEASE DATE	LINK TO COVERAGE
Detroit Future City	6/25/24	
Detroit Documenters	6/25/24	

MDOT	6/25/24	
MDOT	6/25/24	
Detroit Greenways Coalition	6/24/24	

Detroit
Greenways
Coalition

6/24/24



MDOT

6/24/24



MDOT

6/13/24



4 PUBLIC MEETING MATERIALS

The purpose of the public and virtual meeting was to provide an overview of recent concept updates made as a result of feedback from the community, discuss the Neighborhood Framework, and share information about upcoming project milestones. 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	Public meeting Virtual meeting Project website
Project Boards	Public meeting Project website
<u>Project Area History</u>	
<ul style="list-style-type: none"> Hastings Street and Neighborhoods Downtown Detroit Aerial View Historic Demographics Community Amenities Business and Entertainment 	
<u>Design Concept Updates</u>	
<ul style="list-style-type: none"> City Grid Connectivity Reduced Intersection Footprint Reduced Lanes on Streets Connectivity to Brush Park Increased Access to Mack 	
<u>Community Enhancements Plan</u>	
<ul style="list-style-type: none"> Community Enhancements Plan Overview 	
<u>Neighborhood Framework Study</u>	
<ul style="list-style-type: none"> I-375 Neighborhood Framework and Zoning and Land Use Study 	
<u>Project Timeline and Major Milestones</u>	
<ul style="list-style-type: none"> Project Timeline and Major Milestones Overview 	
<u>Disadvantaged Business Enterprise (DBE) and Workforce Development</u>	
<ul style="list-style-type: none"> DBE and Workforce Development Updates 	

Project Roll Plot	Public meeting
▪ Design Alternative Map, June 2024	
Standard Comment Form	Public meeting
Exit Survey	Public meeting
(General) Online Comment Form	Project website

5 PUBLIC MEETING COMMENTS

Between June 25 and July 9, 2024, 55 written comments were submitted either at the public meeting or online. The respective sources of this feedback and their volumes are summarized in the table below.

Table 5.1 Public Feedback

SOURCE	PARTICIPANTS
Public Meeting Standard Comment Card	8
Public Meeting Roll Plot	34
Virtual Meeting Comments	1
Online Comment Form	12
TOTAL	55

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

1. Satisfaction with the reduced boulevard lanes.
2. Increase pedestrian access throughout the corridor.
3. Prioritize pedestrian and cyclist safety on the new boulevard.
4. Concerns about dust and noise pollution during construction.
5. Prevent emergency traffic from detouring through Brush Park.
6. Concerns about traffic delays and backups on the new boulevard.
7. Concerns about impacts from construction on businesses and construction mitigation.

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

1. Increase/extend curb bump-outs.
2. Maintain quiet communities and neighborhoods.
3. Increase connections to Gratiot Ave. and Eastern Market.
4. More connections, including bridges, are needed for pedestrians.
5. Implement more traffic-calming features along the new boulevard.
6. Excess property should be used toward green spaces, not parking lots.

7. Concerns about pedestrian safety and walkability on the new boulevard.

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

6 NEXT STEPS

The June Public Meeting was a valuable opportunity for community members to learn about recent project updates, provide feedback about new design concept refinements, and engage in meaningful discussions with project team members. The project team will carefully review all questions and comments given by attendees and draft responses. MDOT is committed to administering a project that aligns with the community's vision, reflects the community's diverse perspectives, and creates a safer roadway that meets current and future mobility needs.

There will be more opportunities for the public to stay engaged with the project team through one-on-one stakeholder meetings, public meetings, and other public forums later this year. Project information is available on the project website at Michigan.gov/I375.

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

APPENDIX A: MEETING NOTIFICATIONS

I-375 RECONNECTING COMMUNITIES PROJECT PUBLIC MEETING

WHY:

The I-375 Reconnecting Communities project needs your participation. Join the Michigan Department of Transportation for a public meeting where you will have the opportunity to discover more about the project and offer your input.

At this meeting we look forward to sharing recent traffic data, design refinements, the neighborhood framework, expanding the project team and bringing on new partners, business and workforce development program initiatives, and early construction mitigation efforts.

The public meeting presentation will start promptly at 6:30 p.m., followed by an opportunity for a question-and-answer session.

Can't attend? The presentation and materials will be posted online at [Michigan.gov/I375](https://michigan.gov/I375) following the meeting and available until July 12, 2024, for comments.

WHEN AND WHERE:

Tuesday, June 25, 2024

6:00-8:00 p.m.

**The Eastern
3434 Russell St.
Detroit, MI, 48207**

For questions reach out to us here:

• MDOT-I-375Corridor@Michigan.gov

• 855-375-MDOT (6368)

For comments reach out to us here:

• bit.ly/I375Comment

Attendees who require mobility, visual, hearing, written, or other assistance for effective participation should contact Orlando Curry at 517-241-7462 or CurryO@Michigan.gov, preferably at least five business days prior to the scheduled meeting. Forms are located on the Title VI webpage at <https://bit.ly/MDOT-TitleVI>. Requests made after this timeframe will be evaluated and honored to the extent possible. For follow-up, please contact MDOT-I-375Corridor@michigan.gov.



I-375 RECONNECTING COMMUNITIES PROJECT

1060 W. Fort St.
Detroit, MI 48226



PSRST STD
U.S. Postage
PAID
Permit #6067
Detroit, MI

MARK YOUR CALENDAR: JUNE 25, 2024

WE NEED YOUR PARTICIPATION!

VISIT THE PROJECT WEBSITE: MICHIGAN.GOV/I375



MDOT

MDOT public meeting June 25 to discuss I-375 reconnecting communities project in Detroit

June 12, 2024

DETROIT, Mich. - The Michigan Department of Transportation (MDOT) is hosting their sixth public meeting to discuss the I-375 reconnecting communities project in Detroit. At this meeting, the project team will be sharing information about recent traffic data, design refinements, the neighborhood framework plan, new partners involved in the project, business and workforce development program initiatives, and early construction mitigation efforts.

Who:

All are welcomed.

When:

Tuesday, June 25, 2024

6 – 8 p.m.

A project presentation will begin promptly at 6:30 p.m. followed by a question-and-answer session.

Where:

The Eastern
3434 Russell St.
Detroit, MI 48207

Those unable to attend in person can view the meeting via [livestream](#). Questions for the project team via livestream can be submitted in advance [online](#). Submitted questions will be categorized to avoid repetitive responses.

Presentation materials will be posted on the [project webpage](#) and available for viewing starting July 2, 2024.

Accessibility:

Attendees who require mobility, visual, hearing, written, or other assistance for effective participation should contact Orlando Curry at 517-241-7462 or CurryO@michigan.gov preferably at least five business days prior to the scheduled meeting. Forms are located on the [Title VI webpage](#). Requests made after this timeframe will be evaluated and honored to the extent possible.

Project background:

Through the I-375 reconnecting communities project, MDOT plans to convert the existing freeway into a street-level boulevard with signalized intersections from Gratiot Avenue to Atwater Street; build a safe, modern interchange at I-75; and develop more street-level connections from neighborhoods to Easter Market, Greektown, and downtown.

The project includes numerous community benefits, including enhanced mobility and access for walkers, bikers, rollers, and vehicles, improving environmental quality for neighborhoods, and taking an equitable approach to incorporating the history of the Black Bottom and Paradise Valley neighborhoods that were removed for urban renewal and construction of the freeway.

Public comment:

MDOT continues to seek public participation and welcomes input. Comments can be submitted via an [online comment form](#), [email](#), phone (855-375-MDOT (6368)), and in person at the public meeting.

Media Contact:

Rob Morosi

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

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 Project June 2024 Public Meeting		The Eastern, 3434 Russell St., Detroit, MI	06/25/24	
Please Print * Please Print * Please Print * Please Print				
NAME		NAME		
Stephen Hawking		Thomas M. Yazbeck		
REPRESENTING		REPRESENTING		
		Strong Towns Detroit		
NAME		NAME		
Tatiana Grant		Michael DARGA		
REPRESENTING		REPRESENTING		
CASSD Partners, Inc.		DETROIT THEATRE DANCES		
NAME		NAME		
Camela E. Griffin		Derrick Johnson		
REPRESENTING		REPRESENTING		
Nadine Place Assn				
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Michigan Department Of Transportation 5400 (03/17)		MDOT PUBLIC PARTICIPATION SIGN-IN SHEET		Page 6 of 6
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MEETING PURPOSE		LOCATION OF MEETING	DATE	
I-375 Project June 2024 Public Meeting		The Eastern, 3434 Russell St., Detroit, MI	06/25/24	
Please Print * Please Print * Please Print * Please Print				
NAME		NAME		
Peter M. Potoski		KEVIN STOVER		
REPRESENTING		REPRESENTING		
SLP		ROSKETT		
NAME		NAME		
CRYSTAL T		GARIE THOMAS-BASS		
REPRESENTING		REPRESENTING		
		ME		
NAME		NAME		
Mark A. Armitage		Hope Waldman		
REPRESENTING		REPRESENTING		
		Christ Church Detroit		
Please Print * Please Print * Please Print * Please Print				

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I-375 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24
Please Print * Please Print * Please Print * Please Print		
NAME Amy Senese	NAME Michael Giffie	
REPRESENTING Detroit Documenter / Outlier Media	REPRESENTING AECOM	
NAME David White	NAME Joe Goodall	
REPRESENTING Resident - Bush Park	REPRESENTING This.	
NAME Patrice McKinney	NAME Wei Gao	
REPRESENTING I-375 Overpass House Coop	REPRESENTING Strong Tunnels	
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I-375 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24
Please Print * Please Print * Please Print * Please Print		
NAME Jackie Bell	NAME Dante Stella	
REPRESENTING I-375 Coop	REPRESENTING He	
NAME Frank Orrico	NAME Madison Prince	
REPRESENTING Resident	REPRESENTING Resident	
NAME Steve & Nancy Lockhart	NAME Mary Baumgartner	
REPRESENTING Residents	REPRESENTING J	
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Page 6 of 6

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I-375 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24
Please Print * Please Print * Please Print * Please Print		
NAME Craig Ransley	NAME Neil McEachern	
REPRESENTING	REPRESENTING	
NAME Maxwell Price	NAME MARGARET (MRS) [redacted]	
REPRESENTING	REPRESENTING myself resident	
NAME John & Sylvia Scott	NAME Dryden Calcaterra	
REPRESENTING John	REPRESENTING	
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Page 6 of 6

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I-375 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24
Please Print * Please Print * Please Print * Please Print		
NAME Jack Russo	NAME Xiao	
REPRESENTING	REPRESENTING	
NAME Alto Cahn	NAME ERIC TUCKER	
REPRESENTING	REPRESENTING BENESCH	
NAME Helen Monroe	NAME J. Taibert	
REPRESENTING North Park Cooperative	REPRESENTING	
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Page 6 of 6

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Please Print * Please Print * Please Print * Please Print		
NAME	NAME	
MARK REYNOLDS	DONALD HUNTER	
REPRESENTING	REPRESENTING	
RESIDENTS DOWNTOWN		
NAME	NAME	
→ G Love	Liz Carter	
REPRESENTING	REPRESENTING	
	Self	
NAME	NAME	
LEON MOONEY	Olga Sklik	
REPRESENTING	REPRESENTING	
SVNCA		
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Page 6 of 6

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Please Print * Please Print * Please Print * Please Print		
NAME	NAME	
Kimberly Nailer (LAC/NASWC)	Shari Williams	
REPRESENTING	REPRESENTING	
NASWC/LAC	DPC/Detroit residents	
NAME	NAME	
Andrew Johnson	James Schianesi	
REPRESENTING	REPRESENTING	
NAME	NAME	
Tavis Blossman	Nate Fisher	
REPRESENTING	REPRESENTING	
Sheffield - DS	Percy Lafayette	
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Page 6 of 6

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I-375 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24
Please Print * Please Print * Please Print * Please Print		
NAME	NAME	
PANDU VAN/ONO	Ethan Lazzara	
REPRESENTING	REPRESENTING	
podcast -		
NAME	NAME	
Bernadette Qui	Bert Walker	
REPRESENTING	REPRESENTING	
	Wayne County Commissioner Jonathan C. Kniskern	
NAME	NAME	
Alexander Zachary	Lynn Burdell	
REPRESENTING	REPRESENTING	
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Page 6 of 6

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Please Print * Please Print * Please Print * Please Print		
NAME	NAME	
MBD	Colleen Kidd	
REPRESENTING	REPRESENTING	
	PRIME LAFAYETTE CONDOS	
NAME	NAME	
Kristen Podnar	Savely Kindle-Walker	
REPRESENTING	REPRESENTING	
	FAMILY	
NAME	NAME	
Allison Bohn	KATHERINE BROOKLEY	
REPRESENTING	REPRESENTING	
Senator Chang	STEARNS TOWNSHIP DETROIT	
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Page 6 of 6

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Please Print * Please Print * Please Print * Please Print

NAME Lashawn Cason	NAME MATTHEW SAULINO
REPRESENTING Vendor	REPRESENTING NIGHTY'S MEATS
NAME Heather Hamelton	NAME Sharon Luckerman
REPRESENTING	REPRESENTING
NAME David Bryant	NAME Shellie Lewis
REPRESENTING	REPRESENTING The Old Shillelash, 349 Monroe St, Detroit, 48226

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Page 6 of 6

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I-375 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24

Please Print * Please Print * Please Print * Please Print

NAME Michelle Anderson	NAME Francis Colubart
REPRESENTING	REPRESENTING McCabe's Custom Home // Lafayette Park
NAME ZAIN MIKHU	NAME JENNIFER KREY
REPRESENTING SELF	REPRESENTING SACRAMENTO SHOW TRAVELER
NAME Rebecca Colubart	NAME Carol Morton
REPRESENTING Detroit Shipping Company	REPRESENTING LAC

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Page 6 of 6

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I-375 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24
Please Print * Please Print * Please Print * Please Print		
NAME T.R. REID	NAME Kathleen Hamilton	
REPRESENTING	REPRESENTING	
NAME SELF Coun. Reese S	NAME Claire Brown	
REPRESENTING	REPRESENTING	
NAME MDOT Jesse Bruner	NAME Christ Church Reform Julie Moran	
REPRESENTING	REPRESENTING	
Please Print * Please Print * Please Print * Please Print		

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Page 6 of 6

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Please Print * Please Print * Please Print * Please Print		
NAME Robert Rhoades	NAME Adena Hill	
REPRESENTING	REPRESENTING	
NAME self Reid Kurvink	NAME Krasge Mary Beth Cobbs	
REPRESENTING	REPRESENTING	
NAME Brad + Ciara Linden	NAME Mame Jackson	
REPRESENTING	REPRESENTING	
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Page 6 of 6

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Please Print * Please Print * Please Print * Please Print		
NAME Edward Sklar Jr	NAME DAVID DIRITY	
REPRESENTING	REPRESENTING	
NAME Debra Henning	NAME DIDRA	
REPRESENTING	REPRESENTING	
NAME neighborhood Rethink I-375	NAME citizen - NORTH PARK COOP	
NAME PATRICK TABACZYNSKI	NAME PATRICIA GILLIAM	
REPRESENTING	REPRESENTING	
NAME KARI WHOLESALE	NAME KARI	
REPRESENTING	REPRESENTING	
Please Print * Please Print * Please Print * Please Print		

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 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24
Please Print * Please Print * Please Print * Please Print		
NAME Farron McInlee Johnson	NAME CHRISTIAN UNVERZAGT	
REPRESENTING	REPRESENTING	
NAME Chateaufort Co-op	NAME RESIDENT	
NAME LINDA GULFEPPE	NAME Ethon Smith	
REPRESENTING	REPRESENTING	
NAME Carun Shannon	NAME Strong Tower Detroit	
NAME BRIAN WELLS	NAME BRIAN WELLS	
REPRESENTING	REPRESENTING	
NAME Senator Gary Peters	NAME TOWN SQUARE COOP	
REPRESENTING	REPRESENTING	
Please Print * Please Print * Please Print * Please Print		

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 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24
Please Print * Please Print * Please Print * Please Print		
NAME Lillian A. Johnson	NAME Joanne Johnson	
REPRESENTING	REPRESENTING	
NAME Lisa Woodward	NAME Cathryn Royle	
REPRESENTING	REPRESENTING	
NAME Neighborhood Joe Turrisi	NAME Richard A. Ramirez	
REPRESENTING	REPRESENTING	
REPRESENTING Self	REPRESENTING Self	
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
I-375 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24
Please Print * Please Print * Please Print * Please Print		
NAME William Mel Haggerty	NAME Hatem Dhara F	
REPRESENTING	REPRESENTING	
NAME My family, Deborah & Stephen Haggerty Eric Kasseh	NAME RENEE TOFT	
REPRESENTING	REPRESENTING	
NAME MAC FARE	NAME Janessa Manning	
REPRESENTING	REPRESENTING	
REPRESENTING VILLAGES CDC	REPRESENTING Self	
Please Print * Please Print * Please Print * Please Print		

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

Page 8 of 8

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 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24
Please Print * Please Print * Please Print * Please Print		
NAME Joe Maxwell	NAME Melanie Markowski	
REPRESENTING	REPRESENTING Greektown Neighborhood Partnership	
NAME Nick Campbell	NAME Carlson Jackson	
REPRESENTING I-375 - Lafayette Park Neighborhood	REPRESENTING I-375 / Narvare Pl	
NAME Randy Williams	NAME Emilio Corby	
REPRESENTING Self	REPRESENTING I-375 Narvare Pl	
Please Print * Please Print * Please Print * Please Print		

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

Page 8 of 8

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MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24
Please Print * Please Print * Please Print * Please Print		
NAME Jeanette Piera	NAME Deb Campbell	
REPRESENTING NEIGHBORHOOD CHATEAU	REPRESENTING Neighborhood	
NAME MAUREEN KERNES	NAME Jene Bagnan	
REPRESENTING RESIDENT & BUSINESS	REPRESENTING Neighborhood	
NAME DUANE Ashford	NAME Colleen Robur	
REPRESENTING Mc Dougal Hunt Neighborhood Ass.	REPRESENTING Detroit businesses	
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
I-375 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24
Please Print * Please Print * Please Print * Please Print		
NAME CANDICE MITCHELL	NAME Brandi Clarke	
REPRESENTING	REPRESENTING	
NAME Yooni Dionisopoulos	NAME Jenna Astola	
REPRESENTING	REPRESENTING	
NAME Molly Savage	NAME Marta Tyle	
REPRESENTING	REPRESENTING	
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
I-375 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24
Please Print * Please Print * Please Print * Please Print		
NAME Sharon Cerkott	NAME BEN SCHOTTENFELS	
REPRESENTING	REPRESENTING	
NAME MBDA MMSPC Dolores Gnuke	NAME TOWN PARK COOP Liz Kellogg	
REPRESENTING	REPRESENTING	
NAME SELF / Family Legacy Robert J. Sam	NAME Self Julia Schlan	
REPRESENTING	REPRESENTING	
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
I-375 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24
Please Print * Please Print * Please Print * Please Print		
NAME	NAME	
Rita Ucinaike	Marlon Falconer	
REPRESENTING	REPRESENTING	
WXYZ	WXYZ	
NAME	NAME	
Man McDonald	DONNA SHARFINSKI	
REPRESENTING	REPRESENTING	
WPIX	GRANT VICH	
NAME	NAME	
J.T.K. Muhammad	GRANT VICH	
REPRESENTING	REPRESENTING	
Self	Self	
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
I-375 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24
Please Print * Please Print * Please Print * Please Print		
NAME	NAME	
Ronald Joseph Bedway	Marchel Curtis	
REPRESENTING	REPRESENTING	
Ronnie's Quality Meats & East Main Place Properties LLC	Johnny Harris	
NAME	NAME	
Christina Lovio-George	John Canzano	
REPRESENTING	REPRESENTING	
Pamela Williams	John Canzano	
REPRESENTING	REPRESENTING	
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
I-375 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24
Please Print * Please Print * Please Print * Please Print		
NAME BARBARA E. BROUTIN	NAME SUSAN EWING-RAMSAI	
REPRESENTING	REPRESENTING	
NAME ERIC CANNON	NAME Cynthia Kruse	
REPRESENTING	REPRESENTING	
NAME SAMES FIDARE	NAME Gwen Pei	
REPRESENTING	REPRESENTING	
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
I-375 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24
Please Print * Please Print * Please Print * Please Print		
NAME Isaac Douglas	NAME Olum Lyu	
REPRESENTING	REPRESENTING	
NAME Suzanne Cleage	NAME Dave Robinson	
REPRESENTING	REPRESENTING	
NAME Kimberly Simmons	NAME Magg Sheffield	
REPRESENTING	REPRESENTING	
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
I-375 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24
Please Print * Please Print * Please Print * Please Print		
NAME Elizabeth MAYE	NAME Joan Narrant	
REPRESENTING	REPRESENTING	
NAME Justin MILHAUSE	NAME Jane Fran Moligin	
REPRESENTING	REPRESENTING	
NAME Judith THOMPSON-BARTHWELL	NAME	
REPRESENTING	ADDRESS	
	CITY	STATE ZIP
	EMAIL ADDRESS	
REPRESENTING	REPRESENTING	
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
I-375 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI	06/25/24
Please Print * Please Print * Please Print * Please Print		
NAME Carol Commins	NAME Terry Coleman-Hannon	
REPRESENTING	REPRESENTING	
NAME Dan Wiest	NAME HILANUS PHILLIPS	
REPRESENTING	REPRESENTING	
NAME Julio Batac	NAME	
REPRESENTING	ADDRESS	
	CITY	STATE ZIP
	EMAIL ADDRESS	
REPRESENTING	REPRESENTING	
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			
I-375 Project June 2024 Public Meeting			The Eastern, 3434 Russell St., Detroit, MI			06/25/24			
Please Print * Please Print * Please Print * Please Print									
NAME Dwayne Brown				NAME Brett Athy					
[REDACTED]				[REDACTED]					
REPRESENTING DFC				REPRESENTING Mies Loop					
NAME Deh Burke				NAME Andy Pappas					
[REDACTED]				[REDACTED]					
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									

MDOT PUBLIC PARTICIPATION SIGN-IN SHEET

Page 6 of 6

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MEETING PURPOSE			LOCATION OF MEETING			DATE			
I-375 Project June 2024 Public Meeting			The Eastern, 3434 Russell St., Detroit, MI			06/25/24			
Please Print * Please Print * Please Print * Please Print									
NAME Katy Tindale				NAME					
[REDACTED]				ADDRESS					
[REDACTED]				CITY			STATE	ZIP	
[REDACTED]				EMAIL ADDRESS					
REPRESENTING Eastern Market				REPRESENTING					
NAME Jim Goe				NAME					
[REDACTED]				ADDRESS					
[REDACTED]				CITY			STATE	ZIP	
[REDACTED]				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 Project June 2024 Public Meeting		The Eastern, 3434 Russell St., Detroit, MI		06/25/24
Please Print * Please Print * Please Print * Please Print				
NAME		NAME		
ADDRESS		ADDRESS		
CITY		STATE	ZIP	
EMAIL ADDRESS		EMAIL ADDRESS		
REPRESENTING		REPRESENTING		
NAME		NAME		
ADDRESS		ADDRESS		
CITY		STATE	ZIP	
EMAIL ADDRESS		EMAIL ADDRESS		
REPRESENTING		REPRESENTING		
NAME		NAME		
ADDRESS		ADDRESS		
CITY		STATE	ZIP	
EMAIL ADDRESS		EMAIL ADDRESS		
REPRESENTING		REPRESENTING		
NAME		NAME		
ADDRESS		ADDRESS		
CITY		STATE	ZIP	
EMAIL ADDRESS		EMAIL ADDRESS		
REPRESENTING		REPRESENTING		
Please Print * Please Print * Please Print * Please Print				

TITLE VI SURVEYS

Michigan Department
Of Transportation
5430 (03/17)

TITLE VI PUBLIC INVOLVEMENT SURVEY

Page 5 of 6

Completing this form is voluntary but encouraged.

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

Title VI of the Civil Rights Act of 1964 requires the Michigan Department of Transportation (MDOT) to provide opportunity for everyone to comment on transportation programs and activities that may affect their community. *Title VI specifically states that "No person in the United States shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefit of, or otherwise be subjected to discrimination under any program, service, or activity receiving federal financial assistance."*

By completing this form, you are helping MDOT to comply with Title VI and related statutes, which require the collection of statistical data to aid in assessing MDOT's outreach efforts among those who are affected or interested in this project.

Coordinators from the MDOT Bureau of Transportation Planning & the Bureau of Development will handle all information confidentially. Please call MDOT Title VI Compliance Technician at (517) 241-7462 or MDOT-TitleVI@michigan.gov, if you have any questions or concerns regarding this form.

MEETING PURPOSE	LOCATION OF MEETING	DATE
I-375 Project June 2024 Public Meeting	The Eastern, 3434 Russell St., Detroit, MI 48207	06/25/24

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	48203	M		✓					
2	48207	M	✓						
3	48207	F	✓						
4	48224	F	✓						
5	48168	F	✓						
6	48201	M	✓						
7	48207	F	✓						
8	48224	M	✓						
9	48207	M	✓						
10	48207	F	✓						
11	48230	F		✓					
12	48207	F						✓	
13	48207	F	✓						
14	48207	F		✓					
15	48207	M	✓	✓					
16	48207	F		✓					
17	48110	F		✓					
18	48207	M	✓						
19	48209	M	✓						
20	48207	F		✓					
21	48207	F	✓						
22	48207	F	✓						
23	48201	F	✓						
24	48207	M			✓				
25	48207	F	✓						

THANK YOU FOR YOUR PARTICIPATION!

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 Project June 2024 Public Meeting		The Eastern, 3434 Russell St., Detroit, MI 48207		06/25/24				
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 48206	M	✓						
2 48215	F		✓					
3 48226	M	✓						
4 48207	F		✓					
5 48226	M		✓					
6 48214	F	✓						
7 48207	F	✓						
8 48221	M		✓					
9 48348	M	✓						
10 48017	M				✓			
11 48207	M	✓						
12 48207	M	✓	✓					
13 48107	M		✓					
14 48207	F		✓					
15 48207	M	✓						
16 48207	M	✓						
17 48214	M	✓			✓			
18 48221	M							
19 48207	M		✓					
20 48207	M		✓					
21 48207	F	✓						
22 48207	F	✓						
23 48207	M	✓						
24 48221	M	✓						
25 48207	F	✓						

THANK YOU FOR YOUR PARTICIPATION!

TITLE VI PUBLIC INVOLVEMENT SURVEY

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MEETING PURPOSE		LOCATION OF MEETING		DATE					
I-375 Project June 2024 Public Meeting		The Eastern, 3434 Russell St., Detroit, MI 48207		06/25/24					
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	F	✓						
2	48173	M	✓						
3	48195	M	✓						
4	48207	F		✓					
5	48207	M	✓						
6	48009	M	✓						
7	48207	F		✓					
8	48236	F	✓						
9	48207	F		✓					
10	48226	M	✓						
11	48207	M							
12	48214	F	✓						
13	48207	F	✓						
14	48090	M	✓						
15	48107	F		✓					
16	48201	M	✓						
17	48133	F				✓			
18	48207	F							HUMAN
19	48201	F		✓					
20	48236	M	✓						
21	48201	F	✓						
22	48207	F		✓					
23	48211	M		✓					
24	48207	M	✓						
25	48207	M				✓			

THANK YOU FOR YOUR PARTICIPATION!

TITLE VI PUBLIC INVOLVEMENT SURVEY

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MEETING PURPOSE		LOCATION OF MEETING		DATE					
I-375 Project June 2024 Public Meeting		The Eastern, 3434 Russell St., Detroit, MI 48207		06/25/24					
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	48220	F	<input checked="" type="checkbox"/>						
2	48201	M						<input checked="" type="checkbox"/>	
3	48201	F	<input checked="" type="checkbox"/>						
4	48312	F							Chickadee
5	48207	F	<input checked="" type="checkbox"/>						
6	48234	F	<input checked="" type="checkbox"/>						
7	48201	F	<input checked="" type="checkbox"/>						
8	48201	M	<input checked="" type="checkbox"/>						
9	48226	M	<input checked="" type="checkbox"/>						
10	48207	M	<input checked="" type="checkbox"/>						
11	48207	F	<input checked="" type="checkbox"/>						
12	48207	F	<input checked="" type="checkbox"/>						
13	48207	F	<input checked="" type="checkbox"/>						
14	48207	F	<input checked="" type="checkbox"/>						
15	48207	M	<input checked="" type="checkbox"/>						
16	48207	M	<input checked="" type="checkbox"/>						
17	48124	F	<input checked="" type="checkbox"/>						
18	48201	F	<input checked="" type="checkbox"/>						
19	48201	F	<input checked="" type="checkbox"/>						
20	48206	F	<input checked="" type="checkbox"/>						
21	48214	F	<input checked="" type="checkbox"/>						
22	48207	M			<input checked="" type="checkbox"/>				
23	48207	F	<input checked="" type="checkbox"/>						
24	48207	F	<input checked="" type="checkbox"/>						
25	48214	F		<input checked="" type="checkbox"/>					

THANK YOU FOR YOUR PARTICIPATION!

TITLE VI PUBLIC INVOLVEMENT SURVEY

Completing this form is voluntary but encouraged.

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MEETING PURPOSE		LOCATION OF MEETING						DATE	
I-375 Project June 2024 Public Meeting		The Eastern, 3434 Russell St., Detroit, MI 48207						06/25/24	
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	48205	F		X					
2	48207	M	X						
3	48214	F		X					
4	48221	F		X					
5	48207	M	X						
6	48201	M	X						
7	48221	F		X					
8	48208	M		X					
9	48214	F		X					
10	48207	F	X						
11									
12									
13									
14									
15									
16									
17									
18									
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THANK YOU FOR YOUR PARTICIPATION!



TITLE VI PUBLIC INVOLVEMENT SURVEY

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MEETING PURPOSE		LOCATION OF MEETING						DATE	
I-375 Project; June 2024 Public Meeting		The Eastern, 3434 Russell St., Detroit, MI 48207						06/25/24	
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	48207	F	X						
3	48206	M	X						
4	48207	F	X						
5	48207	F				X			
6									
7									
8									
9									
10									
11									
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16									
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21									
22									
23									
24									
25									

THANK YOU FOR YOUR PARTICIPATION!

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.

Title VI of the Civil Rights Act of 1964 requires the Michigan Department of Transportation (MDOT) to provide opportunity for everyone to comment on transportation programs and activities that may affect their community. Title VI specifically states that "No person in the United States shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefit of, or otherwise be subjected to discrimination under any program, service, or activity receiving federal financial assistance."

By completing this form, you are helping MDOT to comply with Title VI and related statutes, which require the collection of statistical data to aid in assessing MDOT's outreach efforts among those who are affected or interested in this project.

Coordinators from the MDOT Bureau of Transportation Planning & the Bureau of Development will handle all information confidentially. Please call MDOT Title VI Compliance Technician at (517) 241-7462 or MDOT-TitleVI@michigan.gov, if you have any questions or concerns regarding this form.

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	48227	M						✓	
2	48207	F		X					
3	48207	M	X						
4	48207	M	X						
5	48208	M		✓					
6									
7									
8									
9									
10									
11									
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15									
16									
17									
18									
19									
20									
21									
22									
23									
24									
25									

THANK YOU FOR YOUR PARTICIPATION!

PUBLIC MEETING EXIT SURVEY

I-375 RECONNECTING COMMUNITIES PROJECT

PUBLIC MEETING – JUNE 25, 2024

EXIT SURVEY

1) OVERALL, HOW WAS YOUR EXPERIENCE AT THE PUBLIC MEETING?

1 2 3 4 5
Very Dissatisfied Dissatisfied Neutral Satisfied Very Satisfied

2) HOW WOULD YOU RATE THE PRESENTATION?

1 2 3 4 5

3) HOW WOULD YOU RATE THE PROJECT BOARDS/STATIONS?

1 2 3 4 5

4) HOW DO YOU TYPICALLY LIKE TO GET AROUND?

WALKING BIKING DRIVING OTHER (PLEASE SPECIFY BELOW)

OTHER: _____

5) WHICH PART OF THE PUBLIC MEETING WAS MOST USEFUL TO YOU?

public comment

6) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS MEETING?

Construction mitigation plan

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

stop talking in platitudes

8) PLEASE SHARE ANY ADDITIONAL FEEDBACK YOU HAVE BELOW

www.michigan.gov/I375

1



I-375 RECONNECTING COMMUNITIES PROJECT

PUBLIC MEETING - JUNE 25, 2024

EXIT SURVEY

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2) HOW WOULD YOU RATE THE PRESENTATION?

1 2 3 4 5

3) HOW WOULD YOU RATE THE PROJECT BOARDS/STATIONS?

1 2 3 4 5

4) HOW DO YOU TYPICALLY LIKE TO GET AROUND?

WALKING BIKING DRIVING OTHER (PLEASE SPECIFY BELOW)

OTHER:

5) WHICH PART OF THE PUBLIC MEETING WAS MOST USEFUL TO YOU?

all of it

6) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS MEETING?

more specifics about how
you will help our church (Church
Church Detroit) that is right in the
middle of this

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

no but make have some
small group meetings

8) PLEASE SHARE ANY ADDITIONAL FEEDBACK YOU HAVE BELOW

thanks!

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I-375 RECONNECTING COMMUNITIES PROJECT

PUBLIC MEETING - JUNE 25, 2024

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3) HOW WOULD YOU RATE THE PROJECT BOARDS/STATIONS?

1 2 3 4 5

4) HOW DO YOU TYPICALLY LIKE TO GET AROUND?

WALKING BIKING DRIVING OTHER (PLEASE SPECIFY BELOW)
OTHER:

5) WHICH PART OF THE PUBLIC MEETING WAS MOST USEFUL TO YOU?

MAPS ON THE TABLES & STAFF TO ANSWER
QUESTIONS BEFORE

6) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS MEETING?

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

AUDIO WAS HARD TO UNDERSTAND
DUE TO SELECTED SPACE

8) PLEASE SHARE ANY ADDITIONAL FEEDBACK YOU HAVE BELOW

www.michigan.gov/I375

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I-375 RECONNECTING COMMUNITIES PROJECT

PUBLIC MEETING - JUNE 25, 2024

EXIT SURVEY

1) OVERALL, HOW WAS YOUR EXPERIENCE AT THE PUBLIC MEETING?

1 2 3 4 5
Very Dissatisfied Dissatisfied Neutral Satisfied Very Satisfied

2) HOW WOULD YOU RATE THE PRESENTATION?

1 2 3 4 5
came late

3) HOW WOULD YOU RATE THE PROJECT BOARDS/STATIONS?

1 2 3 4 5

4) HOW DO YOU TYPICALLY LIKE TO GET AROUND?

WALKING BIKING DRIVING OTHER (PLEASE SPECIFY BELOW)

OTHER:

5) WHICH PART OF THE PUBLIC MEETING WAS MOST USEFUL TO YOU?

seeing the diagrams
I await seeing them online

6) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS MEETING?

what about an over ground park &
keeping I-375 - ~~back~~ as a tunnel?
Above ground walk, bike, business &
traffic below. What about parking?

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

8) PLEASE SHARE ANY ADDITIONAL FEEDBACK YOU HAVE BELOW

Thank you for acknowledging Black Bottom
& Paradise Valley. This is not the best
way for reparations

www.michigan.gov/I375

1



I-375 RECONNECTING COMMUNITIES PROJECT

PUBLIC MEETING - JUNE 25, 2024

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3) HOW WOULD YOU RATE THE PROJECT BOARDS/STATIONS?

1 2 3 4 5

4) HOW DO YOU TYPICALLY LIKE TO GET AROUND?

WALKING BIKING DRIVING OTHER (PLEASE SPECIFY BELOW)

OTHER:

5) WHICH PART OF THE PUBLIC MEETING WAS MOST USEFUL TO YOU?

*Clarification of each partners
role.*

6) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS MEETING?

*How to protect the quiet, close
knot community that currently
exist.*

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

More frequency.

8) PLEASE SHARE ANY ADDITIONAL FEEDBACK YOU HAVE BELOW

www.michigan.gov/I375

1



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PUBLIC MEETING – JUNE 25, 2024

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4) HOW DO YOU TYPICALLY LIKE TO GET AROUND?

WALKING BIKING DRIVING OTHER (PLEASE SPECIFY BELOW)

OTHER: _____

5) WHICH PART OF THE PUBLIC MEETING WAS MOST USEFUL TO YOU?

6) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS MEETING?

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

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www.michigan.gov/I375

1



I-375 RECONNECTING COMMUNITIES PROJECT

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3) HOW WOULD YOU RATE THE PROJECT BOARDS/STATIONS?

1 2 3 4 5

4) HOW DO YOU TYPICALLY LIKE TO GET AROUND?

WALKING BIKING DRIVING OTHER (PLEASE SPECIFY BELOW)
OTHER: _____

5) WHICH PART OF THE PUBLIC MEETING WAS MOST USEFUL TO YOU?

maps

6) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS MEETING?

yes & I will contact persons
who can help me.

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

8) PLEASE SHARE ANY ADDITIONAL FEEDBACK YOU HAVE BELOW

www.michigan.gov/I375

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I-375 RECONNECTING COMMUNITIES PROJECT

PUBLIC MEETING – JUNE 25, 2024

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4) HOW DO YOU TYPICALLY LIKE TO GET AROUND?

WALKING BIKING DRIVING OTHER (PLEASE SPECIFY BELOW)

OTHER: _____

5) WHICH PART OF THE PUBLIC MEETING WAS MOST USEFUL TO YOU?

Information @ project

6) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS MEETING?

Linking people to Resources

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

I think the community needs to better understand the why so that they accept the buy in

8) PLEASE SHARE ANY ADDITIONAL FEEDBACK YOU HAVE BELOW

www.michigan.gov/I375

1



I-375 RECONNECTING COMMUNITIES PROJECT

PUBLIC MEETING - JUNE 25, 2024

EXIT SURVEY

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3) HOW WOULD YOU RATE THE PROJECT BOARDS/STATIONS?

1 2 3 4 5

4) HOW DO YOU TYPICALLY LIKE TO GET AROUND?

WALKING BIKING DRIVING OTHER (PLEASE SPECIFY BELOW)
OTHER: _____

5) WHICH PART OF THE PUBLIC MEETING WAS MOST USEFUL TO YOU?

TIME LINE

6) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS MEETING?

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

8) PLEASE SHARE ANY ADDITIONAL FEEDBACK YOU HAVE BELOW

www.michigan.gov/I375

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I-375 RECONNECTING COMMUNITIES PROJECT

PUBLIC MEETING - JUNE 25, 2024

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3) HOW WOULD YOU RATE THE PROJECT BOARDS/STATIONS?

1 2 3 4 5

4) HOW DO YOU TYPICALLY LIKE TO GET AROUND?

WALKING BIKING DRIVING OTHER (PLEASE SPECIFY BELOW)

OTHER:

5) WHICH PART OF THE PUBLIC MEETING WAS MOST USEFUL TO YOU?

Much better than normal MDOT meetings. Written feedback is easiest for me to provide, I like the large scale maps

6) IS THERE ANY OTHER INFORMATION YOU WISH WAS COVERED AT THIS MEETING?

The city framework plan is lacking

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

Improved audio

8) PLEASE SHARE ANY ADDITIONAL FEEDBACK YOU HAVE BELOW

www.michigan.gov/I375

1





I-375 RECONNECTING COMMUNITIES PROJECT

PUBLIC MEETING

JUNE 25, 2024



1

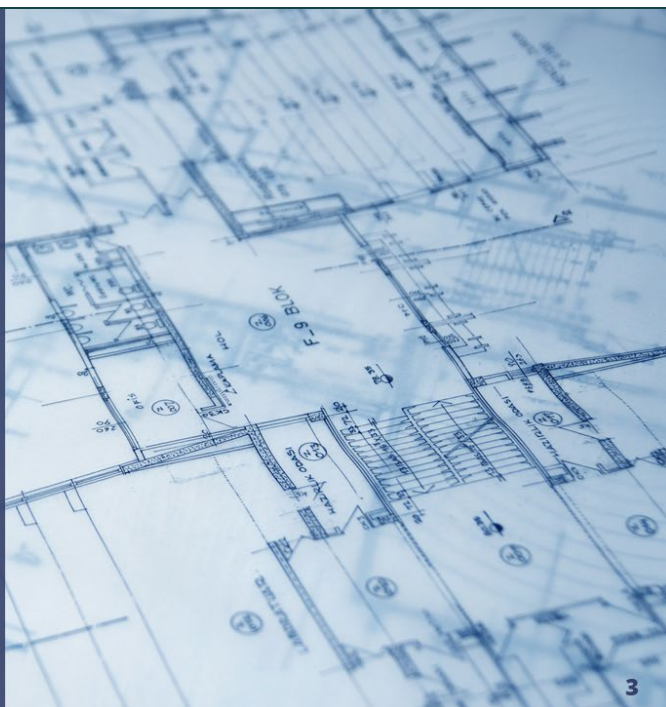
Agenda

1. Project Overview
2. Project Updates
3. I-375 Neighborhood Framework
4. Disadvantaged Business Enterprise and Workforce Development
5. Additions to the Team
6. Project Timeline and Major Milestones
7. Questions



2

PROJECT OVERVIEW



Project Area History



Club Harlem's "Shim Sham Shimmy" chorus



Daytime in the Valley



Club Congo



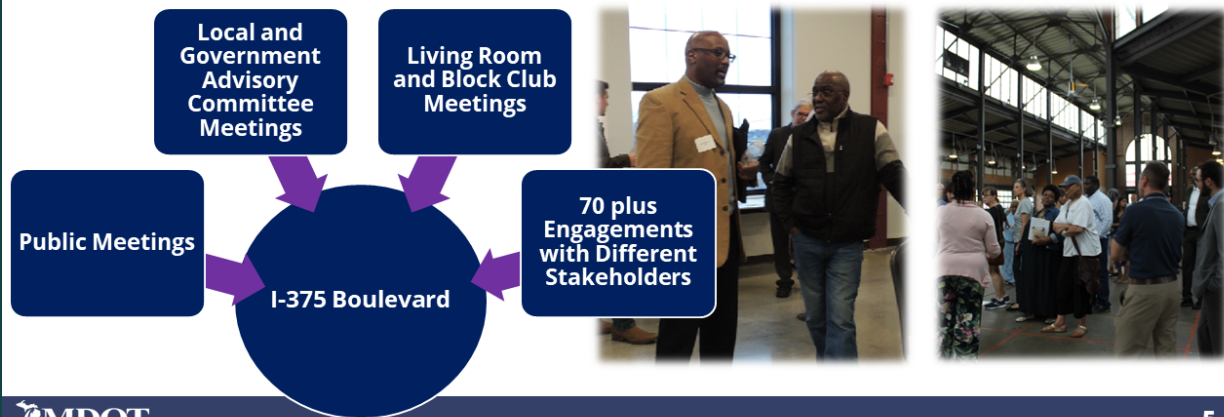
Club Plantation "The Orchestra"

Images provided by the city of Detroit



Coordination with Stakeholders

Throughout the life of the project, the team has met with numerous residents, local small and minority businesses, educational, community, faith-based, and civic stakeholders.



Project Equity Focus



Transportation
for All Modes



Neighborhood
Framework Plan

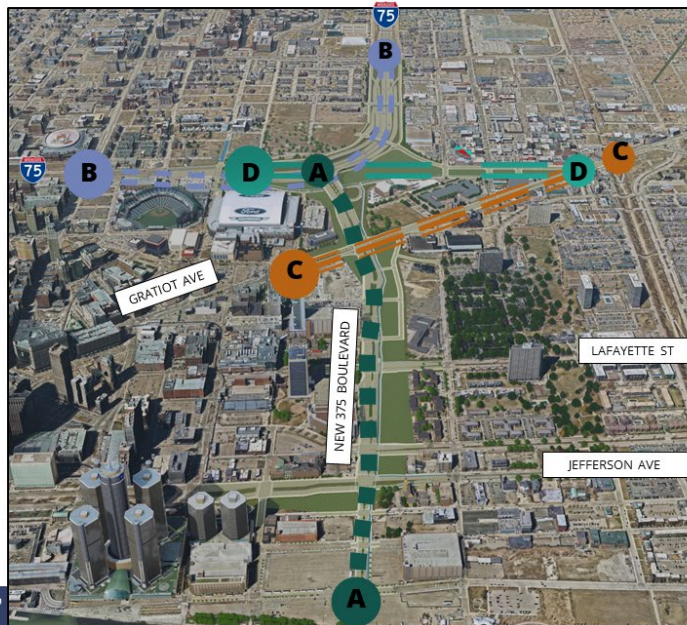


Community
Enhancement
Plan



Disadvantaged
Business Enterprise
Program and
Workforce
Development

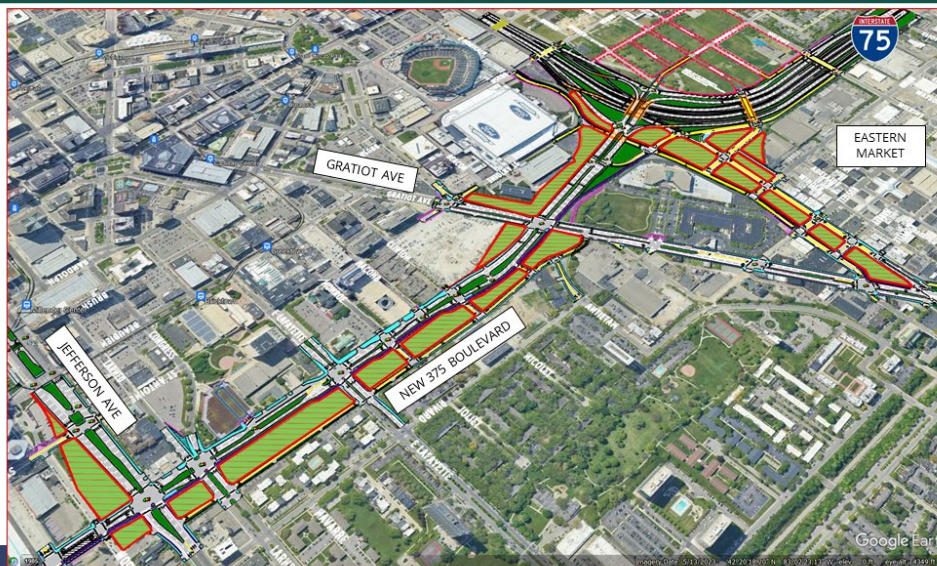
Project Limits



- A** I-375 from the Detroit River to the I-75 interchange
- B** I-75 from John R Street to Mack Avenue
- C** Gratiot Avenue from St. Antoine to the Dequindre Cut
- D** Gratiot Connector

Project Features

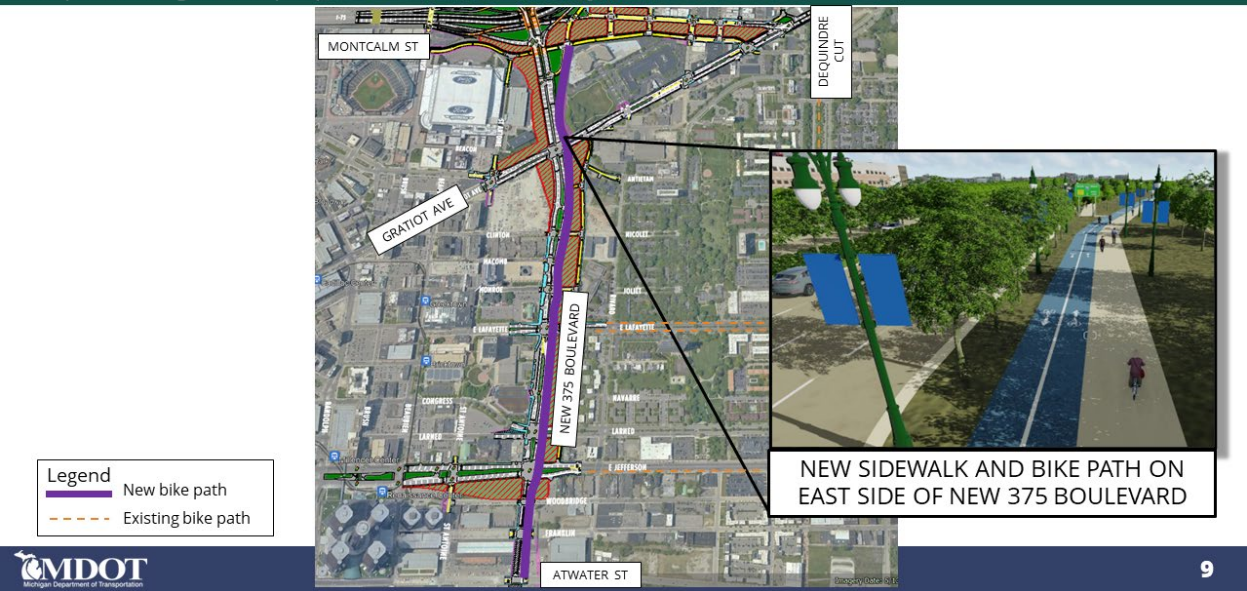
30 plus acres of excess land created by converting the freeway to an at-grade boulevard



Legend
Excess land

Project Features

New paths designed for people to walk and bike safely



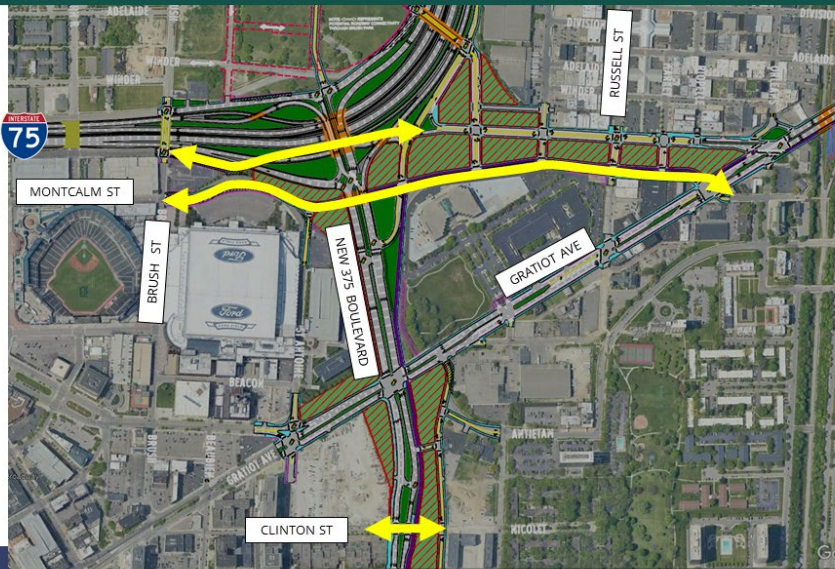
Project Features

New paths designed for people to walk and bike safely



Project Features

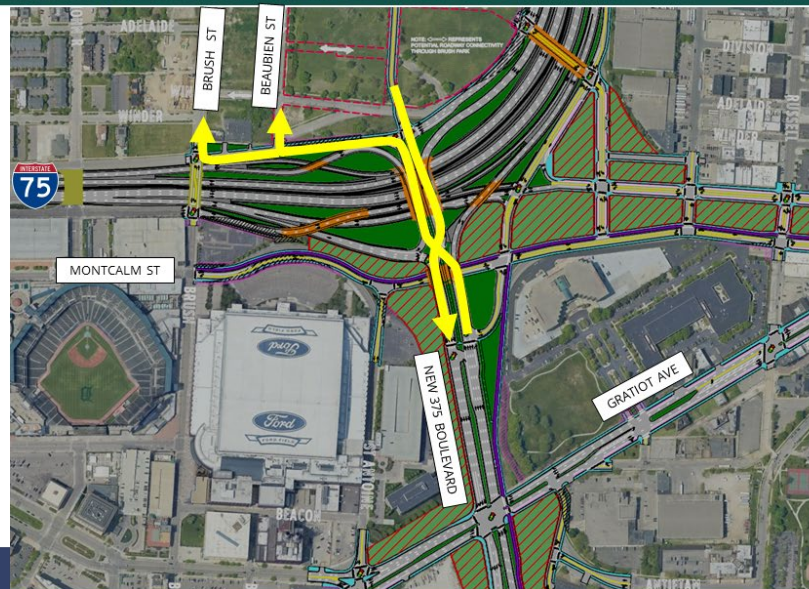
New local street connections from west to east



11

Project Features

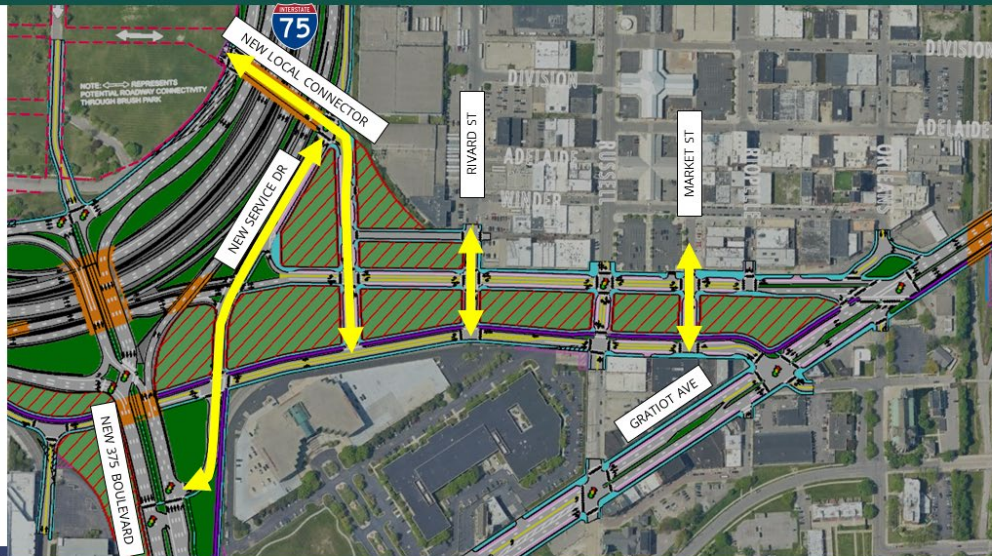
New local street connections from north to south (Brush Park)



12

Project Features

New local street connections from north to south (Eastern Market)



13

Project Benefits

Opportunities created by the project

NEW INFRASTRUCTURE

- Increase safety for everybody
- Travel by foot, bike, scooter, car
- Reduce flooding

NEIGHBORHOOD FRAMEWORK

- New development
- Placemaking

COMMUNITY ENHANCEMENTS

- Honoring the history
- New public spaces

DESIGN and CONSTRUCTION

- Workforce development
- Small business contracts



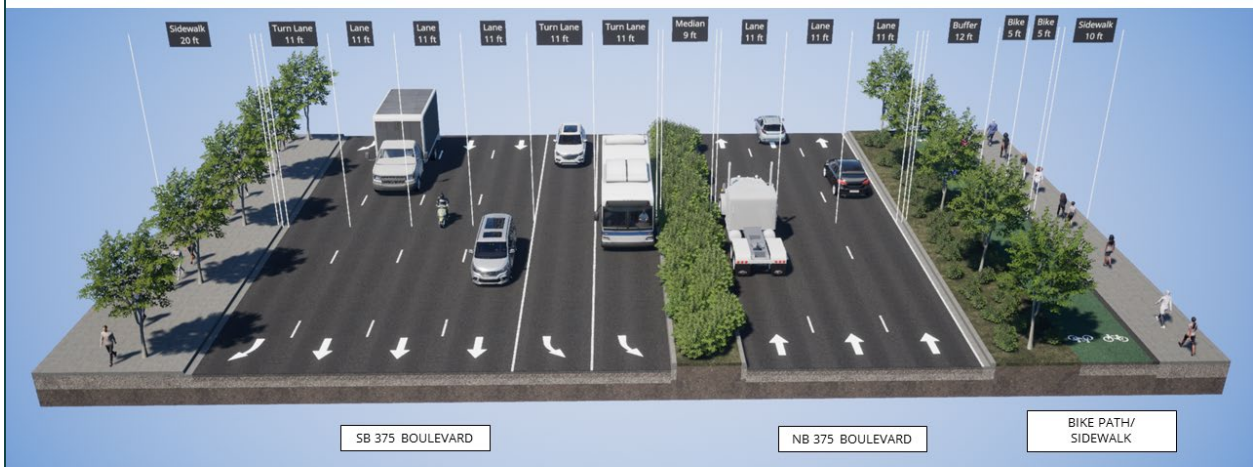
14

WHAT WE HEARD/ WHAT WE ARE DOING



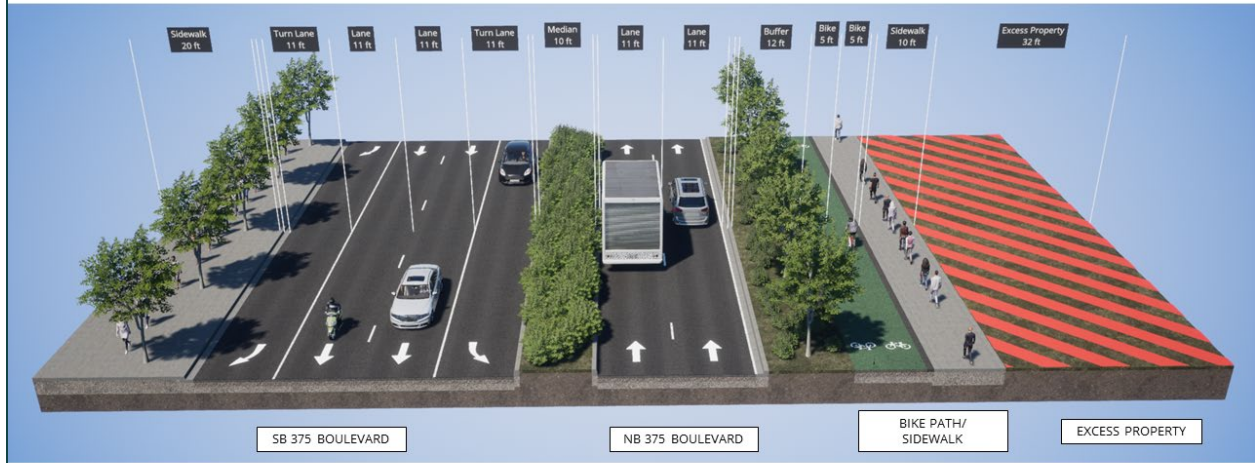
Boulevard Updates

Previous Boulevard Concept – North of Lafayette Street



Boulevard Updates

Revised Boulevard Concept – North of Lafayette Street



Boulevard Comparison

Street	Curb to Curb Distance
375 Boulevard at Lafayette St	80'
Lafayette St at Rivard St	90'
Woodward Avenue at Columbia St	90'
W Grand Boulevard at Lodge Service Dr	110'

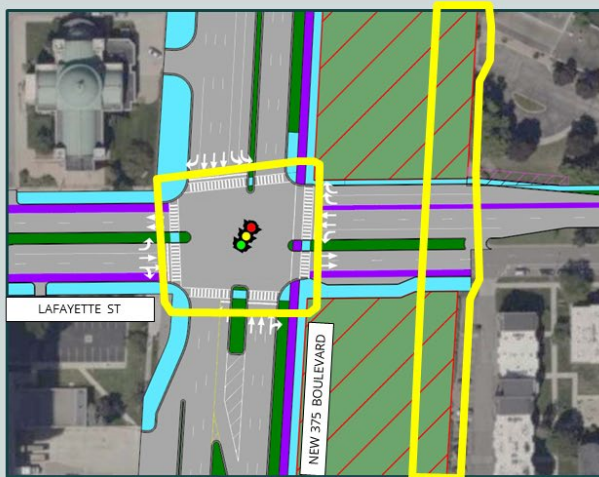
375 Boulevard at Lafayette St

Lafayette St at Rivard St

Woodward Avenue at Columbia St

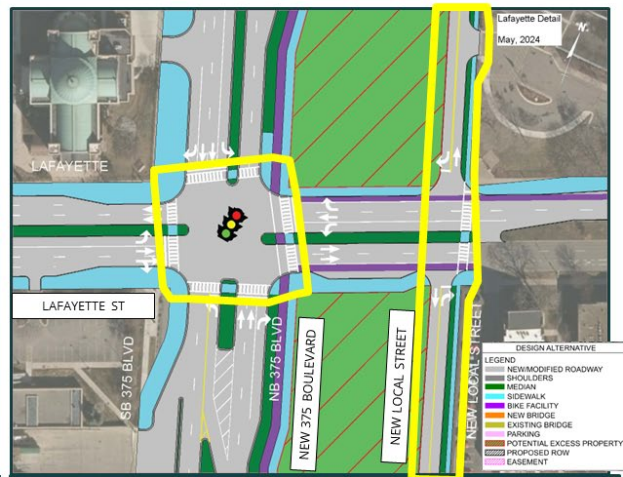
W. Grand Boulevard at Lodge Service Dr

New Concept Refinements



Previous Concept:

Long crosswalks across I-375 boulevard and Lafayette Street.
No local street connection.



New Concept:

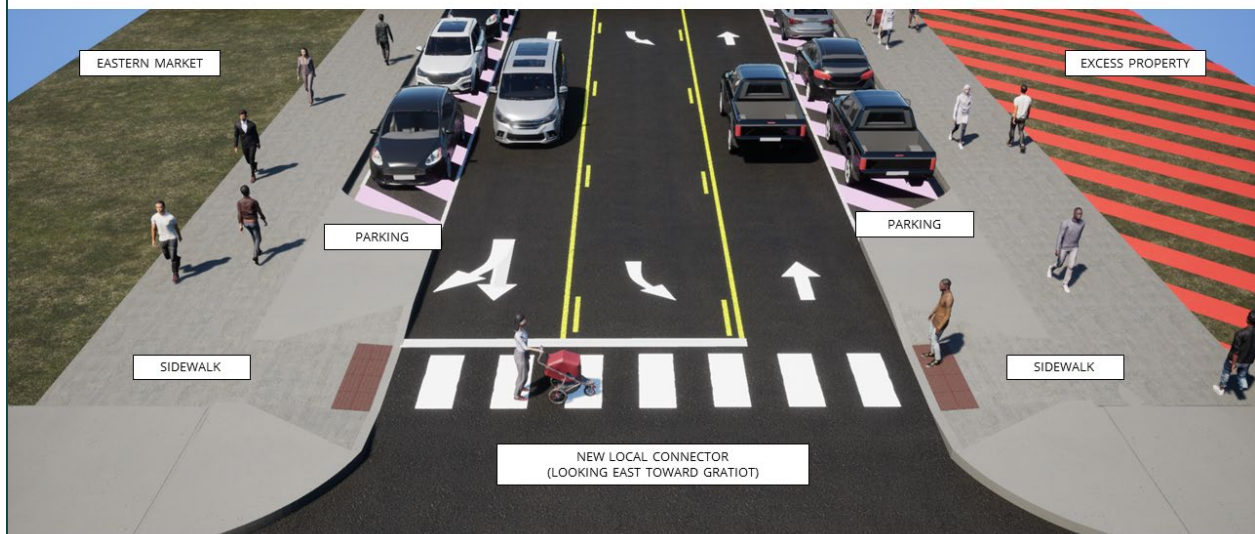
Reduced lanes on new I-375 boulevard and Lafayette Street.
New local street connection.



19

Eastern Market Update

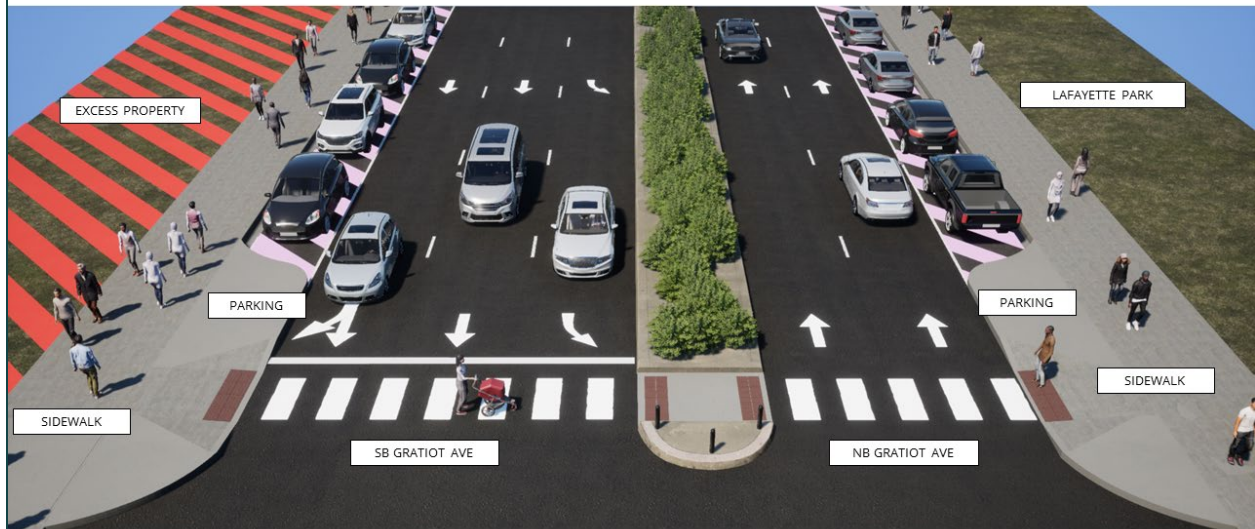
Revised New Local Connector



20

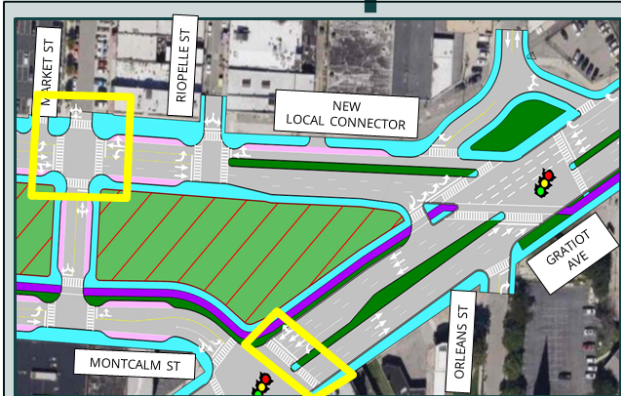
Gratiot Avenue Update

Revised Gratiot Avenue Section



21

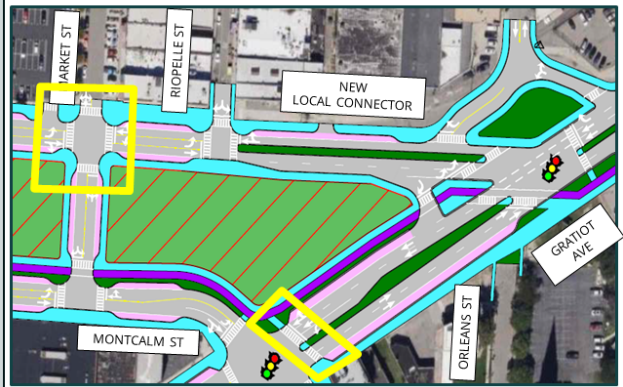
New Concept Refinements



Previous Concept:

Four lanes on new local connector.
Six lanes on Gratiot Avenue.

DESIGN ALTERNATIVE	
	NEW/MODIFIED ROADWAY
	SHOULDER
	MEDIAN
	SIDEWALK
	BIKE FACILITY
	NEW BRIDGE
	EXISTING BRIDGE
	PARKING
	POTENTIAL EXCESS PROPERTY
	PROPOSED ROW
	EASEMENT



New Concept:

Three lanes on new local connector.
Four lanes on Gratiot Avenue with added parking.
Curb bump outs on Gratiot Avenue for shorter crosswalk.
Gratiot Avenue compatible with current Gratiot Planning and Environmental Linkages Study.



22

New Concept Refinements



Previous Concept:
Connection to Mack Avenue using Russell Street.



New Concept:
Multiple connections to Mack Avenue and Brush Park.

I-375 NEIGHBORHOOD FRAMEWORK

Neighborhood Framework

The comprehensive Framework for the I-375 boulevard conversion is a guideline developed through engagement, analysis and creativity to leverage growth, opportunity, policy, and equity upon the conversion of the I-375 interstate highway to a surface-level boulevard.

THIS PROCESS WILL ENABLE THE COMMUNITY TO:

- **Imagine** the things that a healthy and beautiful neighborhood needs.
- **Discuss** what is most important to its community members.
- **Plan** how to make those things happen.
- **Prioritize** what should get implemented within identified resources.



29

Neighborhood Framework Elements

The scope will be developed to comply with city branding/communications and **city framework elements**, including:

- **Zoning and Land Use**
- **Urban Design, Neighborhoods and Housing**
- **Mobility Systems, Connections and Walkability**
- **Open Space**
- **History, Art and Culture**
 - Historic Narrative
 - Addressing Impacts
 - Placemaking
- **Environmental Compliance**

With the Local Advisory Committee (LAC), we discussed **what principles should guide** the Framework development, which included the following:

- **Neighborhood Character**
- **Honoring History**
- **Housing Diversity and Affordability**
- **Neighborhood Mobility**

The city has selected a **specialized team** (Interboro Partners Detroit Collaborative Design Center, and Marcia Black) to **create a zoning and land use policy** in support of the Neighborhood Framework



30

Community Enhancements Plan

The Community Enhancements Plan is a part of the Neighborhood Framework and will:

- **Identify** ways to address historic social equity, economic and environmental impacts.
- **Engage** potential partners to address and implement follow-up actions.
- **Actions** may include:
 - Affordable housing,
 - minority-owned business incubation and participation,
 - placemaking,
 - historic markers or memorials and other relevant actions.



Hunt St. Station in McDougall Hunt
Credit: John Sivills, City of Detroit



31

DISADVANTAGED BUSINESS ENTERPRISE (DBE) AND WORKFORCE DEVELOPMENT



DBE/Workforce Development Outreach

- MDOT has hosted **two industry forums** to connect with locally based contractors, vendors and consultants.
- Additionally, MDOT has **met with local and state** government agencies, national and state of Michigan DBE and small business enterprise (DBE/SBE) membership-based organizations, local unions and private support groups to **further extend their arm in this community.**

Industry Forums		
Date	Firms Invited	Firms Attended:
July 27, 2023	233	37
April 3, 2024	383	48
A total of 26 one-on-one follow-up meetings. Three firms who were not previously became DBE-certified		

OUR TEAM IS GROWING

OUR TEAM IS GROWING

New Contract Opportunities:

- Progressive Design-Build
- Historian and Urban Design
- Strategic Messaging and Media Strategies
- DBE/Minority Business Enterprise and Strategic Plan

New Project Partners:

- Downtown Detroit Partnership
- The Kresge Foundation



Construction Mitigation

MDOT has partnered with Downtown Detroit Partnership to develop a Construction Mitigation Plan for the project.

- **The team has:**
 - Developed mitigation guiding principles
 - Documented existing conditions
 - Studied examples of mitigation efforts in other cities
 - Began identifying partners
- **Guiding Principles:**
 1. Practice Inclusive Engagement and Communications
 2. Promote Access and Support Continued Patronage
 3. Provide Direct Financial Support
 4. Strengthen and Grow Business Community



Reparative Roundtable

The Kresge Foundation has developed a stakeholder group, the Reparative Roundtable.

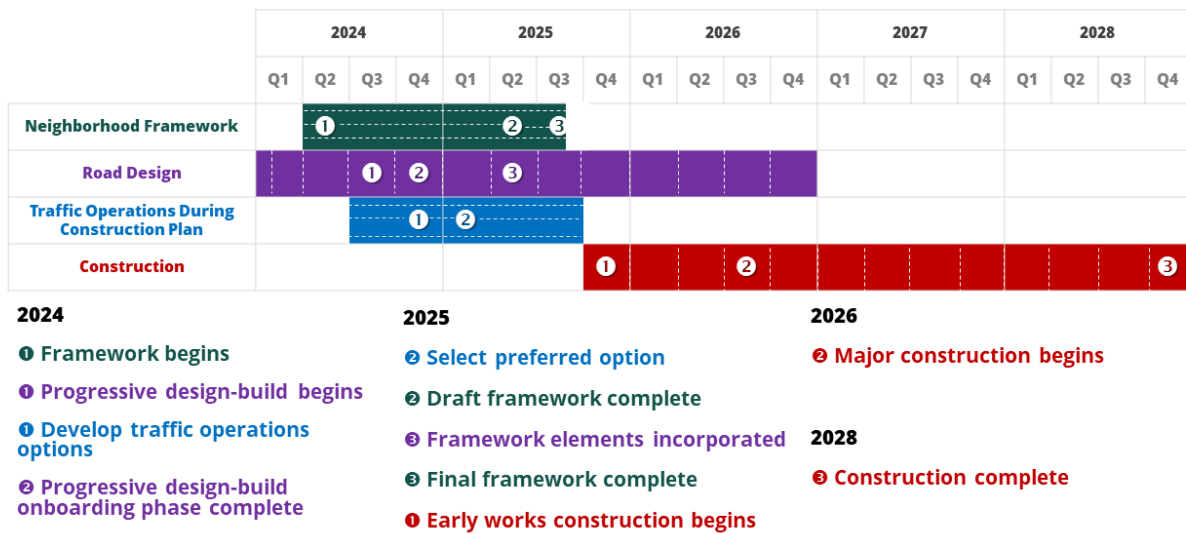
The project team participated in their first meeting with the Roundtable on May 3

- MDOT is working with Roundtable participants to:
 - Ensure equity is established in every project outcome.
 - Elevate and promote history and culture.
 - Ensure corrective policies and practices are used throughout planning and implementation.



PROJECT TIMELINE AND MAJOR MILESTONES

Project Timeline and Major Milestones



MDOT is committed to working with the community to provide a transportation solution that is **accessible** to **everyone**, respects our past, meets the needs of the present, and enables a brighter future.





Questions?

90



PROJECT CONTACT INFORMATION

EMAIL: MDOT-I-375CORRIDOR@MICHIGAN.GOV

I-375@detroitmi.gov

WEBSITE: WWW.MICHIGAN.GOV/I375

COMMENT: BIT.LY/I375COMMENT

SUBSCRIBE: BIT.LY/I375SUBSCRIBE

<http://detroitmi.gov/I375>

CONTACT: 855-375-MDOT(6368)



42

PROJECT BOARDS

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

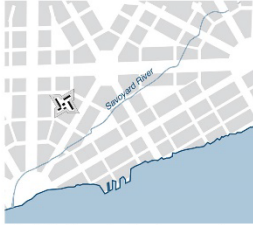
Source: Wayne State University.



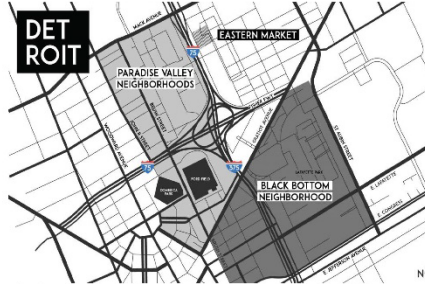
I-375 RECONNECTING COMMUNITIES PROJECT

History of the Project Area

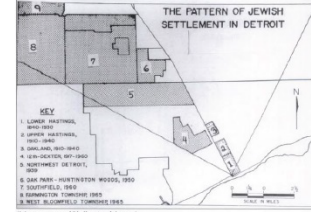
HISTORIC DEMOGRAPHICS



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

Community Enhancements Plan

The Finding of No Significant Impact (FONSI) describes commitments MDOT has made to the Federal Highway Administration (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 **Community Enhancements Plan** is a part of the Framework Plan and will be developed in coordination with community stakeholders and will include:

- Identified ways to address historic social equity, economic, and environmental impacts, and engage potential partners to address and implement follow-up actions. The actions may include affordable housing, minority-owned business incubation, placemaking, historic markers or memorials, and other relevant actions
- An implementation strategy for MDOT, the City of Detroit, and community partners



Hunt St. Station in McDougall Hunt
Credit: John Sivills, City of Detroit



I-375 RECONNECTING COMMUNITIES PROJECT

Disadvantaged Business Enterprise (DBE) and Workforce Development

GOAL

To build a solid and robust engagement and outreach program, including training and matchmaking, and maximize opportunities for DBE participation on the I-375 project. This commitment includes the outreach and effort to recruit certified small businesses and DBEs, and administer appropriate training.

Progressive Design-Build Request for Proposal (RFP) Requirements

Design Goal:

DBE 7 percent

Small Business 5 percent

Construction Goal:

To Be Determined



Key Personnel

The Request for Proposal (RFP) requires the progressive design builder (PDB) to hire an equity manager who is responsible for activities related to planning, execution, and monitoring of the Workforce Development and DBE Management plans.



DBE Management Plan

- Open-Ended Performance Plan
- Goal Attainment and Tracking Plan
- Mentor Protégé Program
- Outreach Plan

Small Business/DBE Opportunities



Mentor Protégé Program

MDOT will assist in sustaining and enhancing the capacity of small business consultants and contractors to successfully compete for new vendor-consultant procurement opportunities on the project.



Design and Construction Prequalification Classifications

More than 50 MDOT prequalification classifications needed for the project, including other potential services that don't require MDOT prequalifications.

Includes towing/auto maintenance, cleaning services, trucking and hauling, sanitization services, etc.

Workforce Development



Workforce Development Plan

The PDB is responsible for creating a Workforce Development Plan with the support of MDOT to assist local candidates seeking employment in the transportation industry.

- Engage local elementary, middle, and high school students
- Establish pre-apprenticeship program
- Address employment barriers for veterans, returning citizens and individuals with disabilities



Additional Department of Labor Participation

On-the-job training in compliance with U.S. Department of Labor Mega Construction Project Program requirements.

How-to Guide



How to become DBE-Certified

Schedule an assessment with MDOT Outreach and Support Services Analyst Crystal Smith at SmithC147@Michigan.gov or 517-648-6540.



To become prequalified for professional services

Contact MDOT Consultant Prequalification Analyst Courtney Causee at CauseeC@Michigan.gov or 517-290-9421



To become prequalified for construction services

Contact MDOT Construction Prequalification Analyst Theresa Myrick at MyrickT@Michigan.gov or 517-243-8267.

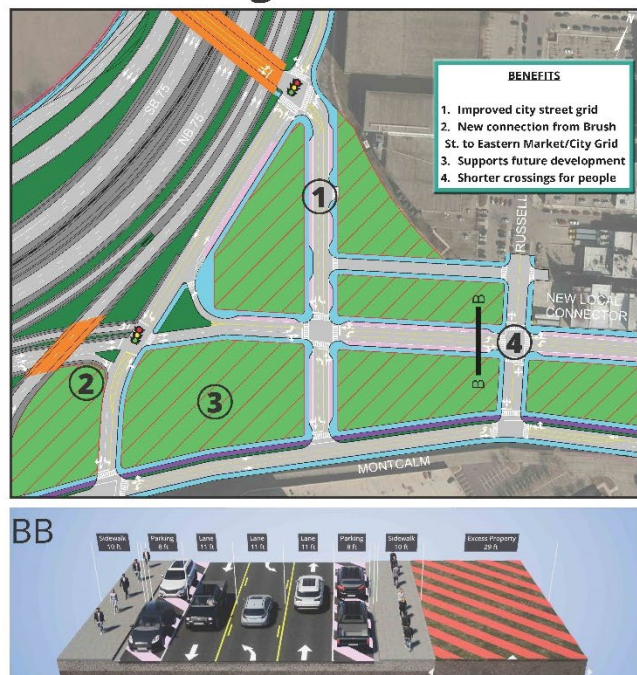


Design Updates - City Grid Connectivity

Previous Design (2023)

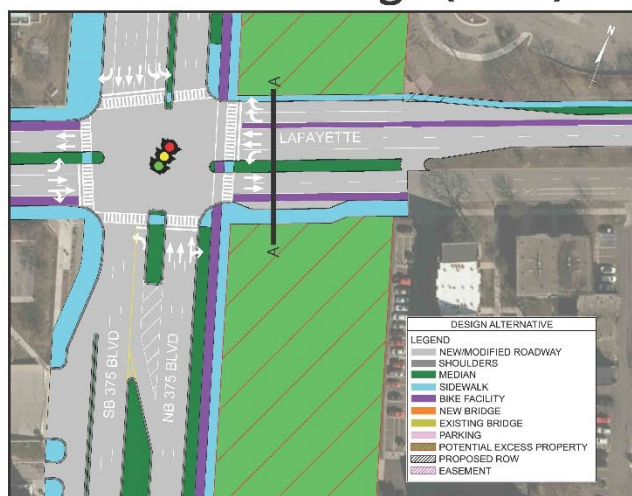


New Design Refinements

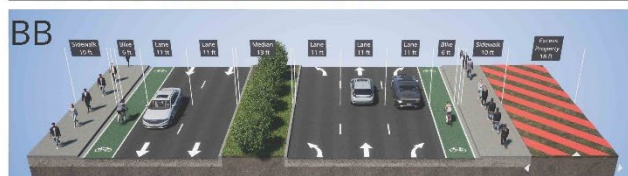
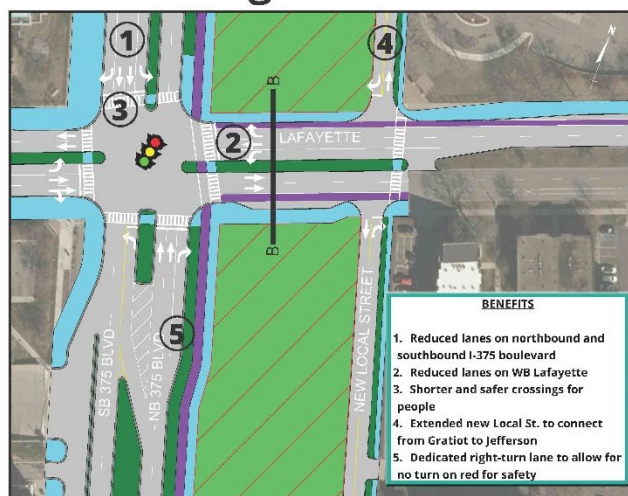


Design Updates - Reduced Intersection Footprint

Previous Design (2023)

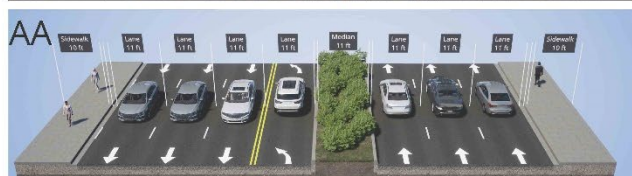


New Design Refinements

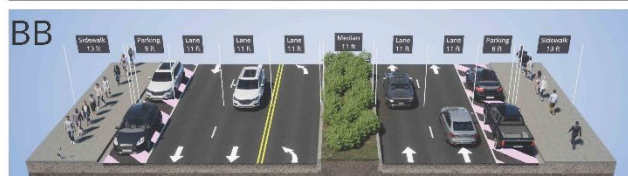
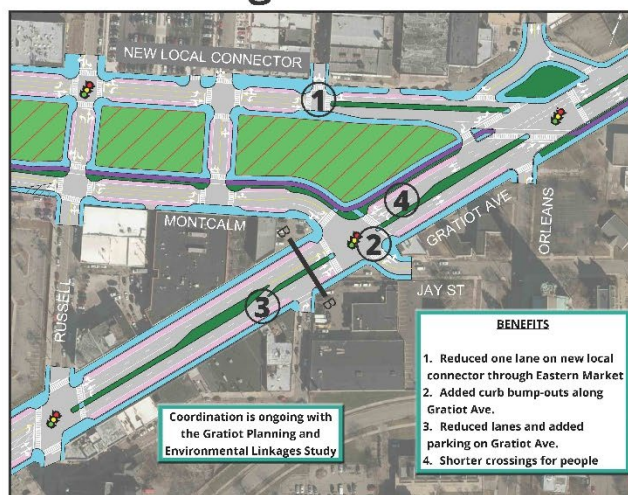


Design Updates - Reduced Lanes on Streets

Previous Design (2023)



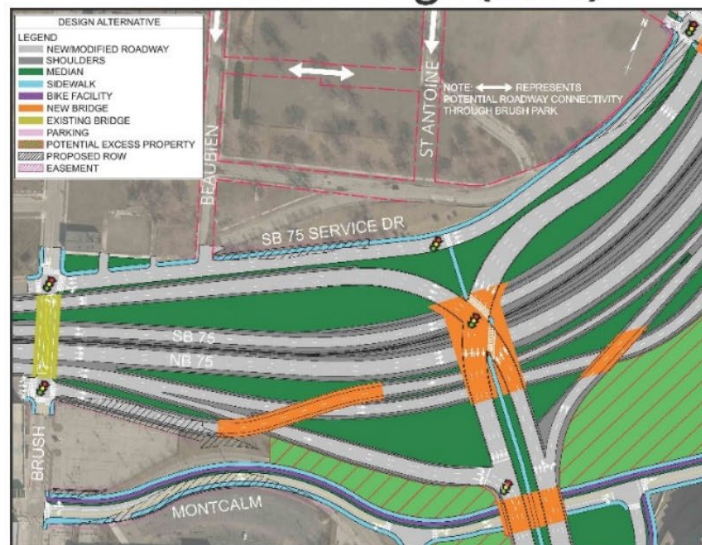
New Design Refinements



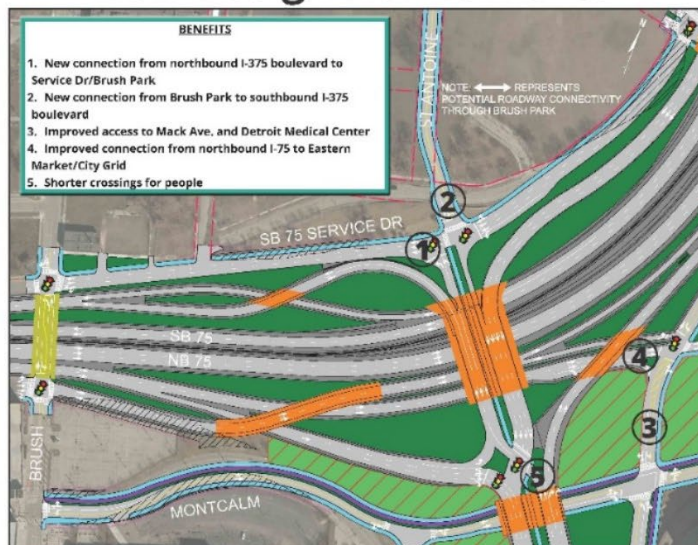
I-375 RECONNECTING COMMUNITIES PROJECT

Design Updates - Connectivity to Brush Park

Previous Design (2023)



New Design Refinements



I-375 RECONNECTING COMMUNITIES PROJECT

Design Updates - Increased Access to Mack

Previous Design (2023)



New Design Refinements



I-375 RECONNECTING COMMUNITIES PROJECT Project Timeline and Major Milestones

	2024				2025				2026				2027				2028			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Neighborhood Framework		1			2	3														
Road Design			1	2		3														
Traffic Operations During Construction Plan			1	2																
Construction								1		2										3

2024

- 1 Framework begins
- 1 Progressive design-build begins
- 1 Develop traffic operations options
- 2 Progressive design-build onboarding phase complete

2025

- 2 Select preferred option
- 2 Draft framework complete
- 3 Framework elements incorporated
- 3 Final framework complete
- 1 Early works construction begins

2026

- 2 Major construction begins

2028

- 3 Construction complete



I-375 RECONNECTING COMMUNITIES PROJECT I-375 Neighborhood Framework and Zoning and Land Use Study

The Framework is a process that helps us:

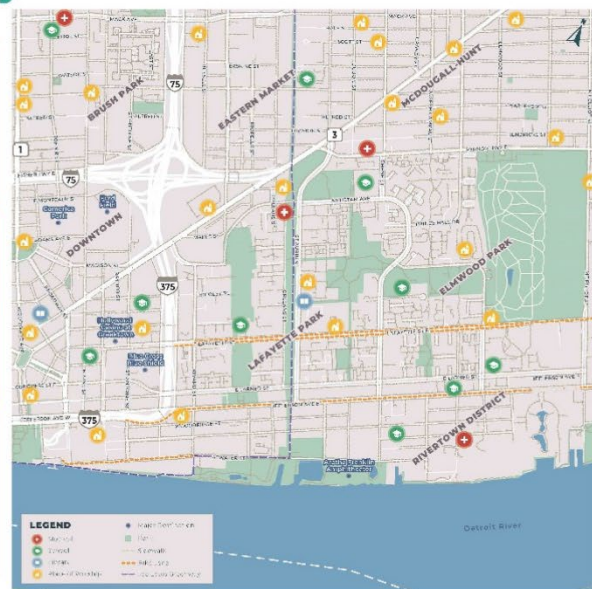
- Imagine** the things that a healthy neighborhood needs
- Discuss** what is most important to its residents
- Plan** how to make those things happen
- Prioritize** how and when those things are implemented

The Zoning and Land Use Study is a component of the Framework to inform city policy that will:

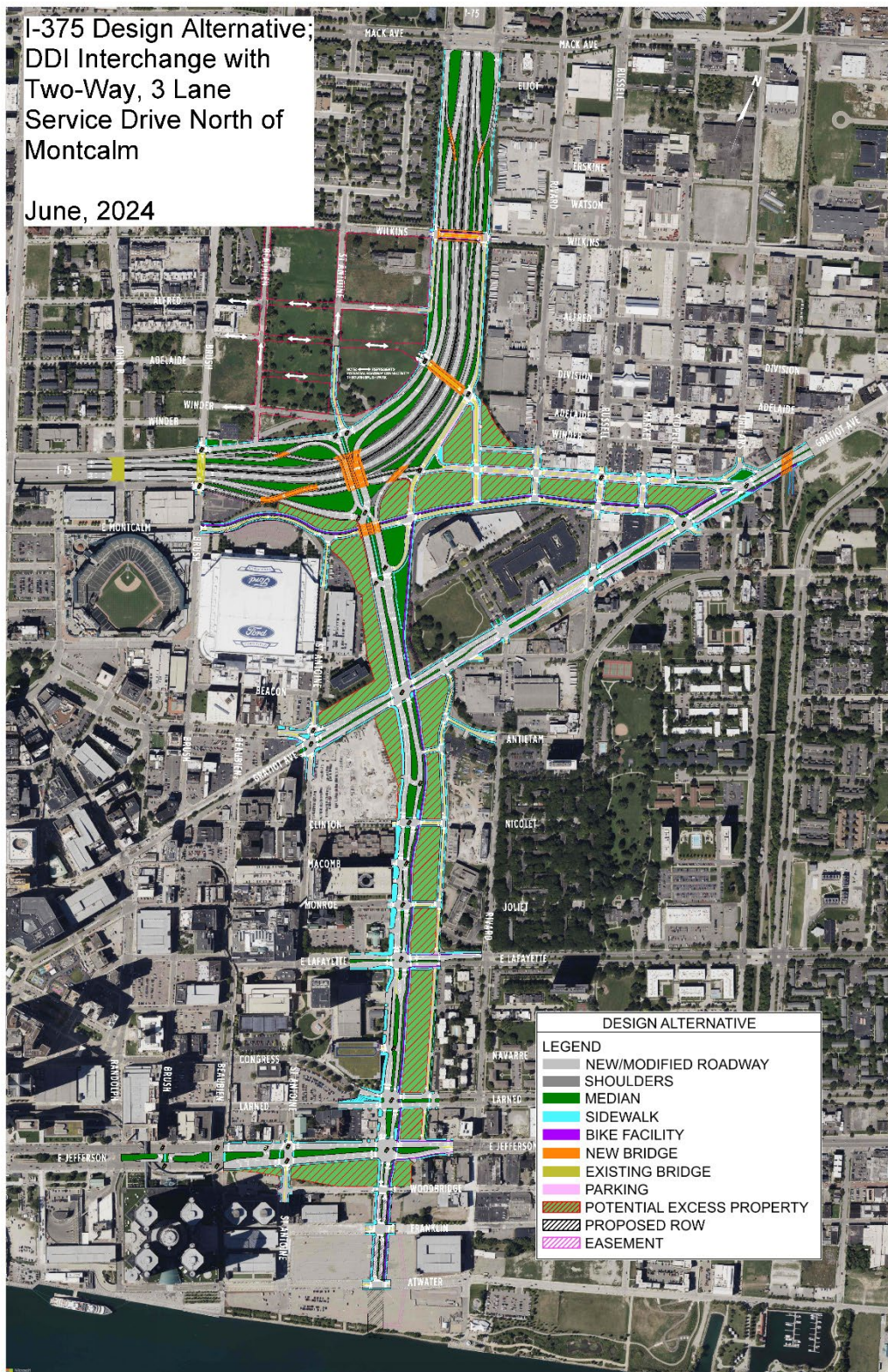
- Develop** a plan for zoning and land-use for the new land created by the project
- Inform** the design of the new boulevard in how it serves the community
- Document** the process and recommendations for future consideration

Draft "Guiding Principles" of the Framework include:

- Neighborhood Character
- Neighborhood Mobility
- Honor the History
- Housing Diversity and Affordability



PROJECT ROLL PLOT



APPENDIX C: COMMENTS

PUBLIC MEETING VERBAL QUESTIONS AND COMMENTS

ATTENDEE QUESTION/COMMENT	PROJECT TEAM ANSWER/RESPONSE
<p>The opening of Orleans seems to jeopardize the safety of many pedestrians and visitors. Can you elaborate on the excess property shown on the slides? What about a valley or a canyon similar to Paradise Valley for better connectivity? Is Orleans Street opening or closing?</p>	<p>The project team has heard conflicting feedback on whether to keep Orleans open or closed. We will meet with the community to discuss the pros and cons of both options. The pedestrian crossing between the market and the Dequindre cut is very important.</p>
<p>Eastern Market has vendors and shops every weekend, but the area is dreading construction projects and MDOT's chronically inept detour management. Nothing is being fixed, roads are closed, and community members get automated messages from MDOT when they have complaints. We need a management person with a phone number and contact information who will help address issues in our neighborhood. This project will put Eastern Market vendors out of business because people will not want to wait in this traffic.</p>	<p>MDOT will investigate the issues you are having with road closures in other areas and work to better inform the community in the future. Mitigating the project's construction impacts is a priority. MDOT is aware that construction affects people and businesses, and the project will have a liaison who can respond quickly to questions and issues.</p>
<p>The issue that this freeway caused the black community is not being addressed. Black Bottom and Paradise Valley families were displaced. Families today do not experience that closeness that we had in Black Bottom; we went from being business owners. My family owned 3 businesses, and after we were displaced, we lived in the Brewster projects. This is not a restorative justice project. MDOT can never correct that. How is this going to restore and repair the damage that was done to the black community and its descendants? How much</p>	<p>The project will not repair or fix those past harms or bring back that wealth, but we want to prioritize elevating the voices of descendants. MDOT wants to provide equitable opportunities for the future. Our study does not identify who will own the land, but this is considered during the framework process.</p> <p>MDOT acknowledges the history and is trying to work with partners and neighbors who have families who lived in those communities. These are beginning conversations; this is not the end; this is the start. We want to ensure black businesses</p>

land will you give to the descendants like me that once owned that street?

The presentation is hard to follow, can we simulate what the streets will look like? How is traffic going to be staged for events? We want clear community benefits, not rhetoric.

are involved before, during, and after construction.

We can do 3D videos that show proposed concept refinements.

We do not know yet how traffic will be staged during events, but MDOT will continue to partner with stakeholders, and coordination will continue throughout the design project.

Because this highway has existed for 60 years, the buildings around it have been designed for big business highway layout. We have streets we use to get around. How will this decrease traffic? People will not be able to get to small businesses like mine, so they will go out of business, and bigger businesses will move in after the project is done.

We understand the concerns that you, and other small businesses have, about how traffic will flow during construction. We are currently working with Downtown Detroit Partnership to create a robust construction mitigation plan to address these issues.

Who came up with this project? And why has it been so urgent to our community? We do not know why it is happening or our benefits.

The project has been under development since 2014 to replace the outdated infrastructure. The freeway as it stands now does not meet current safety standards. The new boulevard will provide a solution that addresses safety concerns and is accessible to all. A lot of work was done with the city and community partners. The feedback was that there was an opportunity for a boulevard that offered multiple ways to move around; walking, biking, scooting, taking transit, etc. The freeway only serves vehicles.

You did not come to the community and ask us how we felt, so when can we engage with the project and be a part of it?

Engagement is ongoing and will continue throughout the life of the project. Please share your contact information so that we can engage you and your neighborhood. MDOT is hiring a strategic communications

	consultant to help with the project and that team will be on this Fall.
How long can we expect disruptions from construction? What will access to the freeway be like during construction?	MDOT expects early works construction to start in 2025 and major construction in 2026-2028. Access to freeways is important, and we know it is critical. We cannot yet say how traffic will be staged during construction. We will prioritize connections to and from the north. Once the progressive design team is on board, there will be stakeholder meetings about this and more information at future meetings.
This project seems a lot better than last year's, but there was no mention of public transit. MDOT has spent billions making highways, and it's not that hard to make a bus lane; I think it is better, but it still has a lot of work to do and a lot of progress.	MDOT still has a lot of design work to do. We have coordinated with the regional transit authority, and there is no additional change in their services, but we will make sure their routes have space for more robust transit and stations even if it is not on day one; the boulevard is something that will adapt to the city. The design will provide space for additional bus stops in the future.
Please consider adding some roundabouts; they are safer and healthier. Are they ruled out, and what is the speed limit?	Roundabouts were considered, but they are not favorable to a traditional intersection because there is a lot of pedestrian movement on the project, and roundabouts are not ideal for that type of scenario. The speed limit will be 30 mph.
I have followed the project since 2012, when it was just a concept. The idea was to connect bikers getting to the river, not to reconnect Black Bottom. We live here, and it will impact us in the neighborhood. It will never be the same, and we will never reconnect. Most of us are against this. This is a hard no for me and many of us.	
As a resident, I am concerned about post-construction noise and tailpipe emissions. Is	We did a noise study as part of the environmental analysis. The 55-mph

that a part of the planning? One slide said bikes and pedestrians would share a sidewalk.

freeway generates more noise than 30-mph traffic. The residential area will be less noisy. The excess property will further mitigate noise from the existing community. The sidewalk will be permeated, more tactile, and differentiated from bike lanes. There will be a shared path accessible for pedestrians and cyclists on the east side of the new Boulevard.

I feel very disappointed with the way the project has been characterized. We don't feel disconnected. We don't need MDOT to come connect us. My neighbors and I use the sidewalk and streets and feel very safe and happy to do that. Looking at your plan, I like to see more mobility, but you are not doing enough and using what already exists to protect Detroiters. We have the Detroit's Streets for People plan, and I want to see MDOT incorporate the plan into this project

MDOT is using the Streets for People Plan on the project

There were advisory committees and roundtables mentioned; who are the people on these committees, and how were they selected?

It's a combination of an earlier effort from 2017-18. It includes people who were previously part of the LAC and additional recommendations from the city of Detroit and the MDOT team. MDOT can provide a list of who those people are.

It appears that not much is happening on the city side of this project. How much money are you spending on the intersection to make it truck-friendly for those who are not stopping downtown compared to what you are spending on the city side?

It is difficult to have a direct breakdown of what the interchange cost separately. The interchange is the most expensive part of the project; it accounts for roughly three-quarters of the cost.

Do trucks need to exit from the right lane on 75 South to Fisher?

Vehicles would no longer need to exit to the right to stay on I-75. I-75 traffic would stay in the left lanes of the freeway, and traffic that is going to access the new boulevard and service drives downtown would now exit to the right. Those commercial

operations do not drive the cost of this project.

The overwhelming thing is this is bad for our neighborhood and businesses and bad for our future establishments. I am here to tell you, please do not do this. This is not reconnecting us, this is not helping us, the whole plan is about restoring it, but this will be horrible for us. It is heartbreaking, disingenuous, and insulting.

Thank you for listening to everybody, this is a huge step in the right direction. Please keep doing what you are doing and listening to everybody. Do you have details about lighting at the intersections? Will they be closer to crosswalks, encouraging drivers to stop further away or giving pedestrians walk time?

Thank you for doing this, taking our feedback, and seeing slower traffic that is more walkable. Was there particular feedback that was impactful for you?

I have been to every meeting since day 1 and have been on LAC for 5 years it seems that we are doing this in the wrong order. Usually, you start with the framework plan, which includes how the infrastructure supports and informs the activities that will occur in that space; it is strange that the framework is not complete, but the road design is continuing. Can MDOT pause the design until the Framework is complete?

Yes, we will discuss lighting placement at intersections more as we refine the design and layout. Intersections will be safe for pedestrians, bikers, and vehicular users.

We heard feedback on all levels, but mainly what was needed for vehicle operations versus pedestrian operations. This is all intentional because businesses and communities need to be involved in this and help us understand the impact and the stories that accompany it. The feedback we receive really does inform the design and framework.

Typically, when the city does a neighborhood framework, it's because the city is investing in the improvement of a neighborhood, in this case the Michigan Department of Transportation needed to address a deteriorating roadway and that created the opportunity for a framework. The current concept does not preclude what is possible in the Neighborhood Framework. The chosen, innovative, project

Many small businesses will be deeply affected by this, and it is unfair to ask for their support when they might not stay in business. If people do go out of business, we will lose the authenticity and culture of Detroit.

delivery method allows for design coordination as the Framework Plan process develops.

PUBLIC MEETING COMMENT CARDS

COMMENT

My community, Brush Park, does not want emergency traffic routed down John R or Brush. This area is already flooded with traffic and people who do not respect the neighborhood. We do not want this added noise and traffic. We have young families with children in the area. We have a new park with speed bumps being added to John R. Please do not route emergency traffic in our neighborhood.

Nicolet resident. Where will the fill dirt come from? (Clean versus dirty). Unsafe. What will be done to protect not only residents' businesses but workers from the dust?

How will particulates be mitigated?

This is a waste of money! Could be much better utilized going directly to people instead of building a road! And the remaining neighborhood streets can't handle the new traffic. I would vote no!

I am so glad you (MDOT) revised your plan for I-375. It is much improved and will be safer. I am a huge fan of the "New MDOT". Put peds first!

The meeting opened with the team referencing Detroit as a leader, yet this project fails to live up to its transformational potential. It is not groundbreaking to deliver a successful highway to boulevard project-cities across the country do this. Please be a leader.

I do not think the construction will be unreal and very disruptive, too bad, people that make decisions do not truly consider those living there. It is about legacy and the little people.

I would like to express renewed support for this project based on the reduction of lanes.

I-375 Reconnecting Communities Project Comment Card

I-375 June 2024 Public Meeting

Name: [REDACTED]

Date: 25 Jun 24

Organization: _____

Email Address: [REDACTED]

Questions/Comments:

Write on the back or use additional pages if necessary.

MY COMMUNITY, BRUSH
PARK, DOES NOT WANT
EMERGENCY TRAFFIC ROUTED
DOWN JOHN R OR BRUSH.
THIS AREA IS ALREADY FLOODED
W/ TRAFFIC AND PEOPLE WHO
DONT RESPECT THE NEIGHBORHOODS.
WE DONT WANT THIS ADDED
NOISE & TRAFFIC OVER

Thank you!



WE HAVE YOUNG FAMILIES
W/ CHILDREN IN THE AREA.
WE HAVE A NEW PARK
WITH SPEED BUNDS BEING
ADDED TO JOHN R.

PLEASE DO NOT ROUTE
EMERGENCY TRAFFIC IN
OUR NEIGHBORHOOD.

I-375 Reconnecting Communities Project Comment Card

I-375 June 2024 Public Meeting

Name: [REDACTED] Nicolet
Date: 6/25/24 resident
Organization: [REDACTED]
Email Address: [REDACTED]

Questions/Comments: @gmail.com
Write on the back or use additional pages if necessary.

Where will the Fill
dirt come from?
(clean v. dirty)
↑ unsafe
😊
? What will be done
to protect not only
residents businesses
but workers from
the dust?
Thank you!



I-375 Reconnecting Communities Project Comment Card

I-375 June 2024 Public Meeting

Name: [REDACTED]

Date: 6-25-24

Organization:

Email Address: [REDACTED]

Questions/Comments:

Write on the back or use additional pages if necessary.

This is a waste of money!!
Could be much better utilized
going directly to people instead
of building a new road!
And remaining neighborhood
streets can't handle the
new traffic I would ~~vote~~
vote NO!

Thank you!



I-375 Reconnecting Communities Project Comment Card

I-375 June 2024 Public Meeting

Name: [REDACTED]

Date: 06/25/24

Organization: Strong Towns Detroit

Email Address: [REDACTED]

Questions/Comments:

Write on the back or use additional pages if necessary.

I'M SO Glad You (MDOT)

revised your plan for I-375.

"It is much-improved and

will be safer. I'm a huge fan

of the "New MDOT" —

Put Reds first!!

Thank you!



I-375 Reconnecting Communities Project Comment Card

I-375 June 2024 Public Meeting

Name: [REDACTED]

Date: _____

Organization: _____

Email Address: [REDACTED]

Questions/Comments:

Write on the back or use additional pages if necessary.

@Smor1

How will
particulates
be mitigated

Thank you!



I-375 Reconnecting Communities Project Comment Card

I-375 June 2024 Public Meeting

Name: [REDACTED]

Date: 6/25/24

Organization: Resident

Email Address: [REDACTED]

Questions/Comments:

Write on the back or use additional pages if necessary.

The mtg opened w/ the team returning
Detroit as a leader, yet this project fails
to live up to its transformational potential.
It is not groundbreaking to deliver a
successful highway to blue project --
cities across the country do this.
Please ~~continue~~ be a leader

Thank you!



I-375 Reconnecting Communities Project Comment Card

I-375 June 2024 Public Meeting

Name: _____

Date: _____

Organization: _____

Email Address: _____

Questions/Comments:

Write on the back or use additional pages if necessary.

Thank you!



I don't think the
CONSTRUCTION WILL BE
UNREAL & VERY DISRUPT-
IVE. Too Bad people
that MAKE decisions
do NOT TRULY CONSIDER
~~the~~ those living there
It IS ABOUT LEGACY
& the little people.



I-375 Reconnecting Communities Project Comment Card

I-375 June 2024 Public Meeting

Name: [REDACTED]

Date: 6/25/24

Organization: [REDACTED]

Email Address: [REDACTED]

Questions/Comments:

Write on the back or use additional pages if necessary.

I would like to express renewed
support for this project based
on the reduction of lanes.

Thank you!



ONLINE COMMENT FORM

COMMENT	ZIP CODE
<p>This entire project will delay traffic, increase commute times and encourage jobs to be moved outside the city. DOT claims to the contrary are based on projections that there will be 40% to 60% fewer people commuting to downtown. It cannot accommodate the number of downtown workers that represent a viable downtown. You have designed the project to serve a ghost town and that will severely limit downtown. Employers are trying to require their employees to come back to the office full time but you are designing the not accommodate them. Those employees who must travel to downtown will arrive with a healthy case of road rage. They will curse it daily and they will ultimately move to suburban offices. The money would be best spent to rebuild and perhaps improve existing I 375.</p>	48214
<p>I am registering my strong support for the removal of the I-375 freeway, as well as the overall reduction of total freeway miles in the city. I am a Detroit resident and am directly impacted by the numerous freeway interchanges in the city. It is well known that tire particulate, microplastics, brake particulate, road dust, noise pollution, light pollution (billboards, headlights, and street lights), and tailpipe exhaust all create serious negative consequences for any person unfortunate enough to live near a freeway. Furthermore, as of 2022, Detroit had a median household income under \$37,000. Asking already lower income folks (myself included) to burden themselves with potentially MULTIPLE car and insurance payments per household (usually needing one car per adult) is absolutely unacceptable. I live in a household that splits one car between two people, while we try and bike or use what sparse transit is available to get around otherwise. To say it can be painful is an understatement. Beyond just I-375, we should be working to halt all freeway expansion in favor of capping or removing them entirely, while developing a comprehensive plan to promote more space efficient and less dangerous (not to mention more pleasant) ways to get around. We should be asking why we are ceding some of the most valuable areas of our precious urban space to cars (and parking lots whose demand is directly generated by these freeways), when we could be taking advantage of some of our most vibrant and attractive areas and connecting them - Imagine actually having a pleasant walk from Corktown to Downtown or up to Motor City Casino, or how much we could do with the wasteland along M-10 south of I-75 (heading into Jefferson). My sincere hope is that we can do better for the people who live here.</p>	48202

COMMENT	ZIP CODE
The existing 375 route should be maintained without obstructions or further stop lights. It's important to provide easy in/out access to the downtown to ensure the City's vibrant future for both employees and existing businesses / entertainment venues. If MDOT desires to "reconnect" the city to the surrounding neighborhood then perhaps 375 should be converted to a tunnel similar to portions of 696. This would achieve both reconnection and preserve quick and easy access/exit to the city by commuters and patrons of city businesses. The existing plan does not help economic development.	48226
This project should build towards a reduction in VMT to align with MI Healthy Climate Plan. A reduction in not only speed limit, but also overall lanes. If "safety" is a priority then there should be no right turn on red, no slip lanes, and no multi-lane turn lanes. Eastern Market is a common destination and the ease of pedestrian and bicycle travel from downtown, the Riverwalk, and Midtown should be the top priority.	48237
Hello. As someone who was born, raised, and attended DPS, this project is a bad idea. The easiest fastest way to get to the downtown area is via 375. Why would you change this? Are office buildings going to be torn down? How bout getting to Huntington place and Hart Plaza? And leaving the downtown area? The city has so many areas that need redevelopment. This has to be the stupidest idea with no plan for the area	48224
I would like to know at the public meeting how the current design came into place, what was the rationale for the boulevard design, and how may the current plan enhance AND not enhance the local residents' traffic and social connectivity. What population or what neighborhood is the plan connecting and at the cost of what alternatives? If these questions had been answered before, please share what I can find these details.	48103

COMMENT	ZIP CODE
I am concerned that a large boulevard will be unsafe for pedestrians. As someone who walks regularly from my home to downtown, it is extremely important to me that the 375 corridor become more pedestrian friendly, not less (which is what a wide boulevard would do). I would be much more comfortable with this if it was a much smaller road, maximum of 4 lanes, preferably 2, which prioritizes pedestrians and public transit over cars. That would leave new areas open for possible green space and even new residential or commercial development that would actually serve the community here. There is absolutely no need for a 6 lane boulevard (which will be more like a highway) and which will make it more likely for pedestrians and cars to meet in unfortunate circumstances. I urge MDOT to drastically rethink their plan and if they are going to invest in this, make sure it works for people.	48207
You can keep saying this if it makes you feel better, but this project will, in no way, do ANYTHING to make up for destroying the black neighborhoods. I think this is a terrible idea and it's only being done for the wealthy white people who will benefit from their new downtown playground. The so-called affordable housing will be a joke AND STILL be out of reach for MOST working class people like myself. I am all for improvement, but be honest about it. This has nothing to do with reparations for destroying a thriving minority district. It's all about the money and prestige some will get from another gentrification project. I work right on the corner of 375 and Jefferson. I've been gentrified from midtown and downtown and now have to commute into work everyday. The traffic chaos this will cause is giving me a headache already. Be honest with yourselves about who this project will truly benefit	48230
It's too late the people that were displaced for I-375 are no longer here will not benefit anything from the change and as far as having more open property for construction that's not helping either because you'll build apartments, store front, and anything else that the people that live in the area can't afford which keep african american people in bandage by having to rent instead of buying a home NO LEAVE THINGS AS THEY ARE your promises are no good just a bunch of talk	48213

COMMENT	ZIP CODE
I'm 100 percent against removing I375, I-375 is not a freeway to nowhere, it has a purpose and still plays a critical part in keeping Detroit moving. Freeways connect people and business, and communities!! They don't divide communities!!! Without I375, it will extremely difficult to access belle isle, the tunnel, and the business along Jefferson Ave. This project has absolutely nothing to do with reconnecting communities, it has more to do with political motivation!!! This project will only make traffic worst!!! Creating a Stoad Road is not going to improve safety or traffic flow, connectivity or mobility!!! regards to economic development, Detroit has several other commerical corridors that need redevelopment, building out more for land space downtown is totally unnecessary. It is better to demand to out pace supply, than supply out pacing demand, We don't need another failed abandon commerical property like 11900 conner ave. I375 Has worked perfectly fine for the last 40years of my life, there are absolutely no valid reasons to go changing things now!!! Again The best option in this case is to keep I375 and reconstructed it as freeway.	48209
Leaving the flow of the 75 system in place, cover it with the blvd idea. This should be incorporated into the people mover project. The PM was built as a spoke from which would be a hub for elevated rail to follow the main arteries of the city to Port Huron, downriver, airport, Lansing & Gr. Rapids, pontiac, Mt. Clements. Up Mound past M59 to Rochester and e/w connections at various mile roads, etc. The Q-Line is a total waste. High speed elevated rail wouldn't be restricted in flow by weather, traffic, pedestrian safety, and several other factors. All 6 counties should be in this discussion for a serious look at what's best for the region, regardless of the lobbyists input.	48238
I would like to express my support for removal of the freeway. My only concern is the impact of construction and detours on small businesses in the area, especially Eastern Market. I would like to see plans that would mitigate those problems.	48226

ONLINE QUESTIONS AND COMMENTS SUBMITTED BEFORE THE MEETING

MESSAGE
Hi, my name is Charlie and I'm a resident of Lafayette Park. Will the design be changed away from the current boulevard design at any point? The whole point of this project is to make the area more walkable, not less, and the current proposed design is a disaster for pedestrian traffic. I'm happy 375 is being done away with, but this proposed will make the problem worse, not better. Please don't put another god-forsaken Stroad in this city when a 5-lane like Jefferson will do.

MESSAGE

I appreciate that you have removed lanes on the stretch of raised highway but are you still planning add the maximum number of lanes within the current I-75 footprint between Mack and Woodward? Including the service drives, I counted up to 22 lanes across at the widest point. Yes, this interchange needs a better design than what exists but how does the proposed design help reconnect the community and not just benefit suburban concert/sporting event fans?

MDOT has talked a lot about correcting the mistakes of the past and about repatriations. How does MDOT then justify the possible damage/destruction of a Black historic site like United Sound Systems recording studio on I-94 while claiming to right the wrongs of the past over on I-375?

Are there other highway removal projects have you looked to for inspiration or things to avoid? What elements from those are you incorporating into this project?

I am a Detroit resident who would like to see a serious reduction in freeway miles across the city, or at least see our communities reconnected by capping freeways. Are there existing plans to cap or remove any other freeways, and if there aren't, how can residents start this conversation? Who are the decision makers for this?

How will the proposed plan integrate with the existing bike network in the city? The current network is unfortunately sorely lacking for those of us who depend on it and cannot afford or prefer not to use a car. Ideally, this should look like either dedicated, separated bike lanes (not painted gutters), or a wide, mixed-use path that connects us to other essential routes like Kercheval, Jefferson, and the Dequindre Cut. We very badly need better East/West connections!!

Will there be a plan and commitment to employ Detroit residents during construction?

PUBLIC MEETING ROLL PLOT

ROLL PLOT	COMMENT
Design Updates	Maintain the quiet nature of the community and neighborhood.
Design Updates	The removal of the I-375 required the original 9 lane boulevard, given the intensified use of Detroit's downtown will increase volume of traffic, the reduced laned boulevard restricts traffic flow like a blood clot. Currently downtown can be circumnavigated with a freeway network providing alternative access and egress. Do not remove the ditch-fix the hair pin only- The plan violates right of way adjustment plans of urban renewal projects adjacent to I-375 and I-75.
Design Updates	I like adding the grid. This project should be thought of as creating a canvas for development and amenities that are comfortably accessed without a car. Traffic throughout should be secondary.
Design Updates	Remove the I-75 exit into (what should be) a pedestrian friendly public market district. Unnecessary. Cars don't need direct access.
Design Updates	How many years? To impact Ford Field and Comerica Park?
Design Updates	This adds a lot of red lights. Traffic circles are proven to calm speed, eliminate running red lights, be safer, and no waits at lights. Monroe, Clinton, and Macomb should be circles.
Design Updates	Please do not block this intersection. it eliminates alternative routes, Lafayette, and current service drives.
Design Updates	What happens to the former Lafayette clinic?
Design Updates	Potential cut connection to north of M-3.
Design Updates	Allows bike path to stay on the north side of M3. Avoids crossing M3 at a dangerous intersection.
Design Updates	New Dequindre Cut entrance off Gratiot on the north side.
Design Updates	Please keep emergency traffic out of Brush Park.
Design Updates	Emergency transport in Bush Park! Keep!

Design Updates	Montcalm bike facility- where does it end? Seems like a dead end, just curious how it will look.
Design Updates	Land use- some greenery would be nice in properties near Eastern Market. E.M. is a bit of a concrete sea, some shady open space nearby would be welcome.
Design Updates	Ensure this new space does not become more Illich/Gilbert parking lots.
Design Updates	Yes so good! I love the curb-bump-outs. Please do not get rid of them in field design.
Design Updates	Sale/lease of newly available property profits should be used as reparations for former residents of Black Bottom.
Design Updates	Bus lanes! Not hard!
Design Updates	Shuttle to take Lafayette residents to downtown.
Design Updates	I like the reduced lanes and reconnected grid!
Design Updates	Have the second street be continuous. Otherwise, traffic will destroy it on to Lafayette, which will make traffic on the street worse.
Design Updates	Connection to Brush Park should include North bound direction. One way is not connected.
Design Updates	Why are we not considering pedestrians here? (Boulevard between Lafayette and Larned) This environment is not connective to urbanism or walkability.
Design Updates	Why is Jefferson remaining so wide? It's frequently shut down, and people reroute just fine. Coordinate with the city.
Design Updates	Thank you for providing parking on Gratiot, it is still too wide, but the curb extensions help. Can this happen on the boulevard?
Design Updates	Close Market Street for Saturday vendor-walking and bikes only!
Design Updates	Dispersing traffic throughout the grid would be beneficial, more options!
Design Updates	Consider pedestrians for Gratiot/Vernor/St. Aubin intersection.
Design Updates	Connection on Orleans at Gratiot is critical. Make this an intersection.

Design Updates	Traffic calming and road diet are needed on St. Aubin. Extend curb outs at corners for pedestrians.
Design Updates	Connect Riopelle to Antietam and north to Riopelle (in EM).
Design Updates	City scope- implement through street on Russel to Antietam, make sure it is designed to calm traffic. Support more options! utilize the grid!
Design Updates	Bridges are essential to connecting neighborhoods. Crosswalks are needed! Near 1701 Orleans to St. Aubin.