

# I-475 Reconstruction: Planning and Environmental Linkages Study

## Public Meeting Summary



Prepared by:  
HNTB Michigan, Inc.  
April 2022



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# 1 EXECUTIVE SUMMARY

This report summarizes the Michigan Department of Transportation's (MDOT) continued efforts to engage the public's feedback including a public meeting and virtual on-demand event, and progress of the I-475 Planning and Environmental Linkages (PEL) study. The PEL study will identify existing deficiencies, safety concerns, and opportunities to build community priorities into the redevelopment process for the I-475 corridor.

To encourage public participation, MDOT held an in-person public meeting inside the project area at The Whiting on March 22, 2022, and opened an on-demand virtual meeting, providing multiple ways for the public to participate.

Promotion of all efforts included press releases, social media postings, stakeholder outreach, and mailing a postcard that went to every address within a half-mile of the project area (14,400 addresses). MDOT used the [project website](#) for updates and project materials and the Public Involvement Management Application (PIMA) for online comments, hosting the project information, hosting an on-demand virtual meeting, and distributing project notifications.

MDOT presented an overview of the PEL Study at the public meeting and a series of preliminary draft design alternatives for the public to review. The meeting also featured a question-and-answer segment, provided exhibits about the PEL study, and roll plots of the project area for the public to directly comment on. MDOT took precautions at the public meeting due to the ongoing COVID-19 pandemic, including recommending wearing masks and providing sanitizer stations.

Accommodations were offered for persons with disabilities and those with limited English-speaking ability. The public meeting location met accessibility requirements under the Americans with Disabilities Act (ADA). Translation and American Sign Language (ASL) services were offered on all materials and the project website, but no requests were received. Closed captions and narration were used for the public meeting presentation and were made available on the project website as well as through the PIMA on-demand virtual meeting comment form.

The March 22nd public meeting was attended by 73 people. Of those attendees, 55 completed the Title VI survey. Of the Title VI survey respondents, 87% lived in zip codes that I-475 runs through and the other 13% were in the surrounding communities. The virtual on-demand meeting had 75 attendees.

Overall, the second phase of PEL Study engagement garnered 162 responses from submitted comments and comments on the roll plots received between March 11 and April 4, 2022. See a breakdown in Table 4.

## 2 PUBLIC AND VIRTUAL MEETING DETAILS

MDOT hosted an in-person meeting in March to continue the PEL study and maintain dialogue with the public. The meeting presentation provided information on what the PEL study is, the process, timeline, and different design options that will be explored. Most importantly, the project team asked the public to continue to participate in the process and provide feedback to ensure MDOT is shaping alternatives that meet the needs of the community. Following the presentation, attendees were able to ask questions and directly discuss the PEL with the project team.

The day before the in-person public meeting, a virtual on-demand public meeting was launched online to gather further feedback from residents and commuters. The meeting featured a narrated and closed caption presentation with a comment form. Attendees were able to watch the presentation on their own time and submit feedback to MDOT.

Table 1. Public Meeting Details

DATE	TIME	LOCATION	ATTENDANCE
March 22, 2022	5:30 to 8 p.m.	The Whiting 1241 E Kearsley St, Flint, MI 48503	73
March 21-April 4, 2022	On-Demand	Virtual	75

## 3 NOTIFICATION PROCESS

MDOT used various traditional and online methods to invite the public to both opportunities to participate in the public meetings. These methods are explained in Table 2.

Table 2. Meeting Notifications

MEDIUM	SUMMARY OF COMMUNICATIONS
Postcard Mailing	A postcard with public meeting information was sent to 14,400 mailing addresses a ½ mile out from the I-475 corridor.
Media Advisories/Press Release	MDOT sent out a press release two weeks in advance and media advisory the week prior to the public meeting to inform the media/public about the event. The media received local news coverage that helped increase attendance.
Project Website	The project website included meeting details.
Social Media	Social media posts were put out on MDOT's Facebook and Twitter to notify about the meeting with details. MDOT created a Facebook event for the



	meeting. Additional social media posts promoted the virtual on-demand meeting in March.
E-mail Outreach	E-mail invitations went out to contacts on the I-475 mailing list. The project team followed up with key stakeholders on the Local Advisory Council and Business Advisory Council to help send out an electronic version of the invitation. Additional e-mail outreach was used when the virtual on-demand meeting was sent to all stakeholders and contacts on the I-475 mailing list.

See Appendix A for meeting notifications.

### 3.1 Earned Media Promotion

The local news promoted the public meeting leading up to the event. Table 3 includes articles in ABC 12, MLive, and East Village Magazine. ABC 12 and NBC25 also ran segments following the meeting during various news time slots.

Table 3: Local Media Coverage

Media Outlet	Release Date	Link to Coverage
ABC 12	March 23, 2022	Public weighs in on plans for \$300 million rebuild of I-475 in Flint and Burton ( <a href="https://www.abc12.com/public-weighs-in-on-plans-for-300-million-rebuild-of-i-475-in-flint-and/article_677952b4-aab1-11ec-8ba0-736941371590.html">https://www.abc12.com/public-weighs-in-on-plans-for-300-million-rebuild-of-i-475-in-flint-and/article_677952b4-aab1-11ec-8ba0-736941371590.html</a> )
NBC 25/Fox 66	March 22, 2022	MDOT discuss plans for \$300 million redesign project of I-475 ( <a href="https://nbc25news.com/news/local/mdot-discuss-plans-for-300-million-redesign-project-of-i-475">https://nbc25news.com/news/local/mdot-discuss-plans-for-300-million-redesign-project-of-i-475</a> )
MLive	March 11, 2022	\$300M I-475 project is topic for March 22 MDOT meeting ( <a href="https://www.mlive.com/news/flint/2022/03/300m-i-475-project-is-topic-for-march-22-mdot-meeting.html">https://www.mlive.com/news/flint/2022/03/300m-i-475-project-is-topic-for-march-22-mdot-meeting.html</a> )
	March 23, 2022	Filling in I-475 one of four preliminary options for rebuild ( <a href="https://www.mlive.com/news/flint/2022/03/filling-in-i-475-one-of-four-preliminary-options-for-rebuild.html">https://www.mlive.com/news/flint/2022/03/filling-in-i-475-one-of-four-preliminary-options-for-rebuild.html</a> )

East Village Magazine	March 8, 2022	I-475 corridor community input meeting set for 5:30 p.m. Tuesday, March 22 at FIM ( <a href="https://www.eastvillagemagazine.org/2022/03/08/i-475-corridor-community-input-meeting-set-for-530-p-m-tuesday-march-22-at-fim/">https://www.eastvillagemagazine.org/2022/03/08/i-475-corridor-community-input-meeting-set-for-530-p-m-tuesday-march-22-at-fim/</a> )
	March 23, 2022	Commentary: Flint's I-475 freeway and race: A concrete barrier, or a road to reconciliation? ( <a href="https://www.eastvillagemagazine.org/2022/03/23/flints-i-475-freeway-and-race-a-concrete-barrier-or-a-road-to-reconciliation/">https://www.eastvillagemagazine.org/2022/03/23/flints-i-475-freeway-and-race-a-concrete-barrier-or-a-road-to-reconciliation/</a> )
Flint Beat	March 20, 2022	The future—and discriminatory past—of Flint's I-475 ( <a href="https://flintbeat.com/the-future-and-troubled-history-of-flints-i-475/">https://flintbeat.com/the-future-and-troubled-history-of-flints-i-475/</a> )
	March 24, 2022	MDOT hosts second public feedback meeting on Flint's I-475 redesign ( <a href="https://flintbeat.com/mdot-hosts-second-public-feedback-meeting-on-flints-i-475-redesign/">https://flintbeat.com/mdot-hosts-second-public-feedback-meeting-on-flints-i-475-redesign/</a> )

## 4 PUBLIC MEETING MATERIALS

The purpose of the public and virtual meetings was to finalize the purpose and need and solicit feedback from the community on the I-475 corridor on the preliminary draft alternatives. Materials were used to provide the public context to the project limits and overview, the PEL study process and outcomes, purpose and need, alternative design considerations, and the project timeline. The following materials were used at the meeting and posted online:

Table 4: Public Meeting Materials

<b>MATERIALS</b>	<b>PLACEMENT/USE</b>
PowerPoint Presentation	Public meeting, the project website
Narrated and Closed Caption Presentation	Virtual meeting (same PowerPoint as the public meeting but with narration and closed captions)
Project Boards: <ul style="list-style-type: none"> <li>• Welcome Board</li> <li>• Study Timeline</li> <li>• What is a PEL Study?</li> <li>• Project Limit Maps</li> <li>• We Want Your Feedback</li> <li>• Active Transportation – Shared Use Path and Separated Two-way Bike Lane</li> <li>• Active Transportation – Protected One-way Bike Lanes</li> <li>• Urban Boulevard</li> <li>• Reduced Footprint Freeway</li> <li>• Modified Existing Freeway</li> </ul>	Public meeting
Paper Comment Form	Public meeting
Online Comment Form	The project website, virtual meeting
Roll Plots	Public meeting

See Appendix B for all public meeting materials.

## 5 PUBLIC MEETING COMMENTS

MDOT offered many ways for the public to comment on or provide feedback relevant to the project. Table 5 includes the different formats and the amount of participants that took advantage of each.

Table 5. Public Feedback

FORMAT	PARTICIPANTS
Public Meeting	8 comments (comment card) 105 comments (roll plots)
On-Demand Virtual Event	7 comments
E-mail	0 comments
Online Comment Form	42 comments
<b>Total All Submissions</b>	162 responses

See Appendix C for public comments.

### 5.1 Public Meeting

There were eight comments submitted on comment cards during the public meeting. See Appendix C for comments submitted at the public meeting. The comments submitted include the following topics:

- Emphasis on the importance of reparative justice for former St. John and Floral Park residents
- Concern about noise from I-69 from Carter to I-475, potential loss of a sound wall with boulevard construction
- Access management at Court Street north and south onramps
- Access for emergency vehicles from downtown to Court Street
- Adding to study goals to assess the financial and social loss of the original construction to displaced Flint residents
- Requesting artists' involvement and funding in the project
- Requests for inclusion in the Local Advisory Committee (LAC)

There were 105 comments collected on the roll plots of three different alternatives, Modified Existing Freeway, Urban Boulevard, and Reduced Footprint Freeway, for I-475 at the meeting. Topics included:

#### Road Conditions

- Slippery road conditions **(8)**
  - I-475 and Glenmeadow Court

- I-475 and Wagon Wheel Circle
- NB Saginaw Road offramp
- I-475 and Terry Avenue
- SB Chavez Dr offramp
- I-475 and Waldman Avenue (2)
- I-475 and Pierson Road
- Missing speed signage **(7)**
  - I-475 and Glenmeadow Court
  - I-475 and Wagon Wheel Circle
  - NB Saginaw Road offramp
  - I-475 and Terry Avenue
  - SB Chavez Dr offramp
  - I-475 and Oakley Street
  - I-475 and Pierson Road
- Requests to keep freeway clean **(5)**
- Add a Grand Traverse Street interchange **(2)**
- Low visibility of EB traffic at Grand Traverse Street and Bristol Road
- High-accident site: Southeast corner of I-475/I-69 interchange
- Shift Exit 2, Hill Street, north
- Remove Hemphill Road over expressway/ Replace bridge at Hemphill Road
- "Consider the two-lane left turn from Stewart to Dort. Losing two lanes that go straight."

### **Active Transportation**

- Suggestion for pedestrian bridge
  - I-475 btw. Bristol Road and Maple Avenue
  - I-475 at Carman Street
  - I-475 at 3<sup>rd</sup> Street
  - I-475 at Atherton Road
  - I-475 at Oakley Street
  - I-475 at Hemphill Road
- Keep pedestrian bridge at 2<sup>nd</sup> Street
- Suggestions for trail connection
  - I-475 and E 5<sup>th</sup> Street
- Support for pedestrian underpass at Oakley Street
- Support for pedestrian overpass at Oakley Street
- Desire for bike lanes on both side of Court Street
- Traffic is too close to pedestrians at Robert T Longway Boulevard
- Develop rails to trails
- Bike path at Massachusetts Avenue needs lights
- Sidewalk snow removal needed at Grand Traverse Street and Bristol Road

### **Noise**

- Sound barrier suggestions/requests
  - Hill Road to I-75 (3)
  - Central Park
  - Orville Street

- Leith Street to Stewart Avenue
- Concern about noise with the boulevard alternative

### **Alternatives**

- The boulevard would be dangerous for pedestrians **(5)**
- Support for developable caps **(5)**
- Support for maintaining the freeway design **(3)**
- Support for narrowing the road **(3)**
- Alternative 3 (Reduced Footprint) is good for pedestrians **(2)**
- Who will maintain the green space [created by the boulevard]?

### **Public Art**

- Suggestions for public art
  - St. Johns Street mural suggestion at I-475 and Leith Street
  - Artistic retaining walls at I-475 and Bristol Street
  - Underpass mural (City of Flint choice) at I-475 and Saginaw Street

### **Historical Acknowledgement**

- Suggestion for Street. John Street neighborhood sign
  - I-475 northbound at Hamilton Avenue, southbound at Stewart Avenue

### **Access Management**

- Difficulty accessing Cultural Center from I-475 **(2)**
- Social Security building not accessible by bus
- Concerns for access management during construction
  - Court Steet Village West Apartments – 800 Court Street
  - WAY Academy of Flint

### **Other**

- Flooding: Boulevard Dr and Leith Street
- Suggestions for local stakeholders
  - WAY Academy of Flint
  - Flint Board of Education/Cultural Center
- Decrease speed limit to 55 mph

During the question-and-answer portion of the public meeting presentation, the attendees asked a variety of questions to the project team, including:

- Will construction be four years long?
- Will I-475 be closed during construction?
- Who is in the LAC and BAC? Can the list of names be shared?
- When would construction begin?
- Are you looking at how the sound from I-69 may impact plans for I-475 and coming up with mitigations?
- Will anyone's property be affected by these suggested alternatives?
- Can you keep the freeway clean during and after construction?

All of the questions were answered in real-time by the project team. Many conversations continued after the question-and-answer segment while attendees reviewed the rolls plots with the project team.

## 5.2 On-Demand Virtual Event Comments

To encourage more public participation from community members unable to attend the public meeting in person, MDOT launched an on-demand virtual appointment from March 21 through April 4, 2022. There were 75 participants and seven comments submitted through the virtual on-demand meeting. The public was notified about the on-demand meeting through e-mail outreach from PIMA and social media posts on both Facebook and Twitter.

The comments submitted included:

- Desire for greater connectivity between downtown and neighborhoods
- Support for maintaining current lane composition
- Support for all alternatives but the boulevard
- Support for keeping the highway and adding a downtown cap
- Support for the reduced footprint freeway alternative
- Support for shared use active transportation option
- Support for protected bike lanes
- Support for capping to improve east-west connectivity

## 5.3 Online Comment Form Comments

MDOT also maintains an online comment form to receive public feedback throughout the PEL study. This form is advertised on the project website and all project materials. Since publicity for the meeting began in early March until April 4, 2022, 42 comments have been received through the online comment form.

The comments submitted via this method concerned:

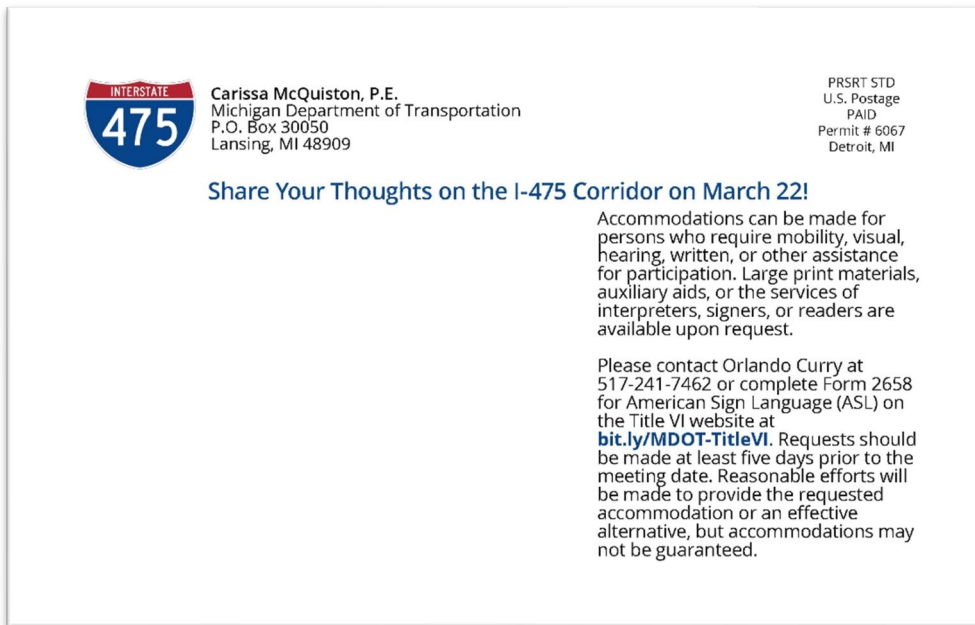
- Support for removing/filling in the freeway/converting to boulevard **(8)**
- Preference for fixing other roads(schools/crime) **(5)**
- Coordinate the closures of I-475/69 and I-475
- Widen the freeway to three lanes
- Removing I-475 would disrupt commuting or thru traffic **(14)**
- Converting to a boulevard would cause accidents **(4)**
- Rebuild the freeway as is **(14)**
- Noise concern/wall request
- Narrow the freeway to two lanes **(3)**
- Speeding at the Chavez and 2<sup>nd</sup> Street exit and entrance ramps is unsafe for pedestrians
- Support for historical acknowledgement

# **APPENDIX A: MEETING NOTIFICATIONS**

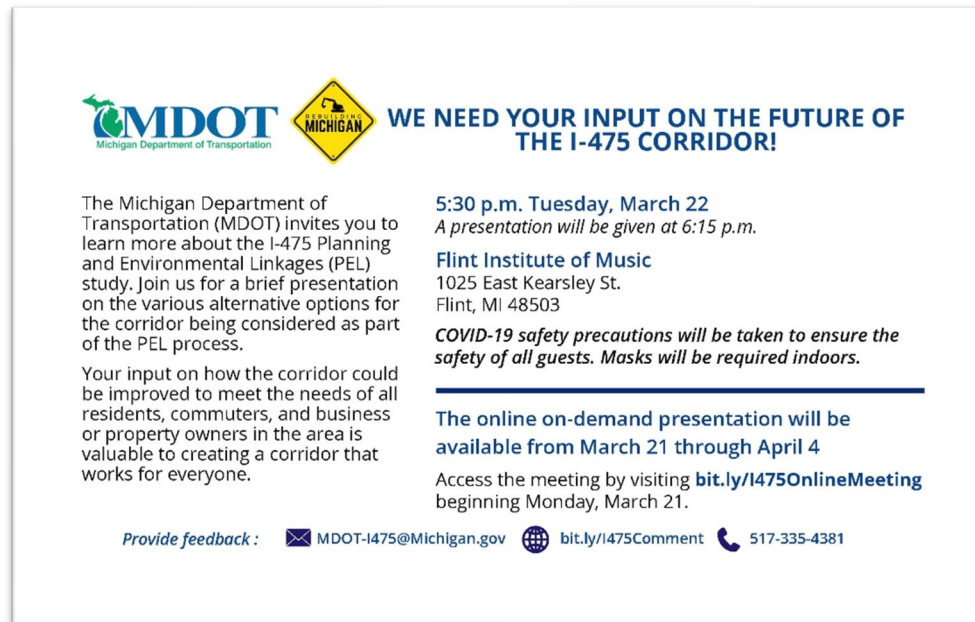


## 1. Postcard

Front:



Back:



## 2. Press Release

MDOT / NEWS AND INFORMATION

### **MDOT public meeting March 22 to discuss I-475 PEL study and design alternatives in city of Flint**

Contact: Jocelyn Garza, MDOT Office of Communications, 989-245-7117

Agency: Transportation

**DAVISON, Mich.** - The Michigan Department of Transportation (MDOT) is hosting a public meeting to discuss the I-475 Planning and Environmental Linkages (PEL) study. A brief presentation will share various design alternatives currently being considered for the I-475 corridor from [Bristol Road to Carpenter Road](#).

The PEL study is a collaborative process that considers environmental, community, and economic goals in the transportation planning process.

**Who:**

Interested residents  
Community leaders  
Local businesses  
MDOT staff and contractors

**When:**

Tuesday, March 22, 2022  
5:30 p.m.  
6:15 p.m. presentation

**Where:**

The Whiting  
1241 East Kearsley St.  
Flint, MI 48503

\*Please note, due to a scheduling conflict, the meeting location has been updated, conflicting with meeting invitations previously mailed.

COVID-19 precautions will be taken to ensure the safety of all guests.

**Accessibility:**

Accommodations can be made for persons who require mobility, visual, hearing, written, or other assistance for participation. Large print materials, auxiliary aids or the services of interpreters, signers, or readers are available upon request. Please contact Orlando Curry at 517-241-7462 or complete Form 2658 for American Sign Language (ASL) located on the Title VI webpage: [www.Michigan.gov/MDOT/0,4616,7-151-9621\\_31783---,00.html](http://www.Michigan.gov/MDOT/0,4616,7-151-9621_31783---,00.html). Requests should be made at least five days prior to the meeting date. Reasonable efforts will be made to provide the requested accommodation or an effective alternative, but accommodations may not be guaranteed.

**Project Information:**

MDOT will invest \$300 million to rebuild I-475 from Bristol Road to Carpenter Road, with some work possibly starting as early as spring 2024. MDOT is currently gathering public input regarding all aspects of vehicular, nonmotorized, and transit transportation needs in the project area.

The PEL study is a collaborative process that considers environmental, community, and economic goals in the transportation planning process.

Funding for this project is made possible by Gov. Gretchen Whitmer's [Rebuilding Michigan program](#) to rebuild the state highways and bridges that are critical to the state's economy and carry the most traffic. The investment strategy is aimed at fixes that result in longer useful lives and improves the condition of the state's infrastructure.

**Public comment:**

MDOT is seeking input on how this area of I-475 could be improved to meet the needs of all residents, commuters, and business or property owners. Comments and input can be submitted by mail, an [online comment form](#), e-mail, or phone, in addition to the public meeting. The online on-demand presentation will be available from March 21 through April 4. Access the on-demand meeting by visiting [bit.ly/I475OnlineMeeting](https://bit.ly/I475OnlineMeeting) beginning Monday, March 21.

Monica Monsma  
MDOT Environmental Services Section  
425 West Ottawa St.  
P.O. Box 30050  
Lansing, MI 48909  
517-335-4381

**PROJECT PROFILES**  
I-475 Genesee County

Gov. Gretchen Whitmer's *Rebuilding Michigan* program invests in state highways and bridges critical to the state's economy.

**MDOT**  
Michigan Department of Transportation

- Rebuild 8 miles, including extensive bridge repairs at the I-475/I-69 interchange
- \$300 million investment - 3,810 jobs supported
- April 2024 - December 2027
- Important route for commuter, commercial, and tourism traffic


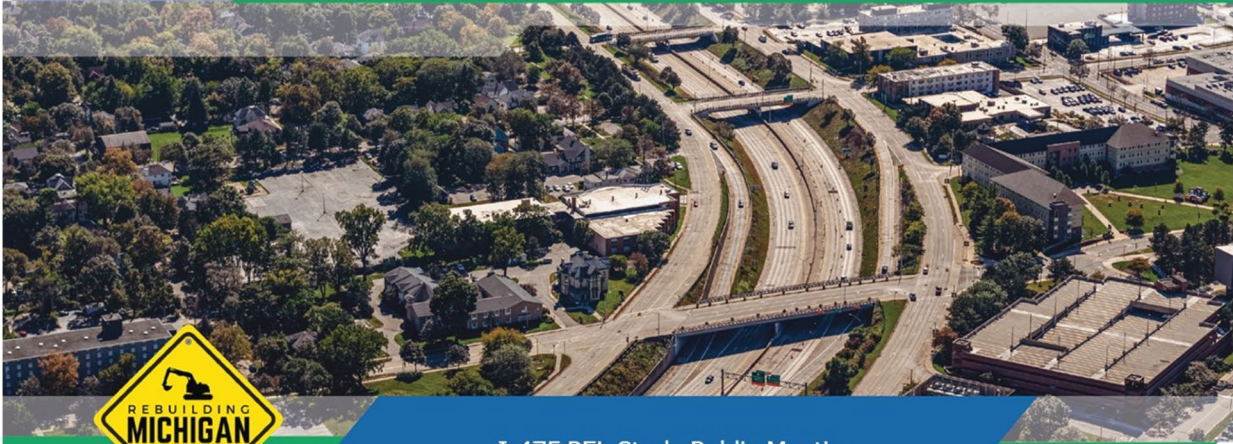


### 3. Social Media Posts



# **APPENDIX B: PUBLIC MEETING MATERIALS**

## 1. Presentation



### I-475 PEL Study Public Meeting

March 22, 2022

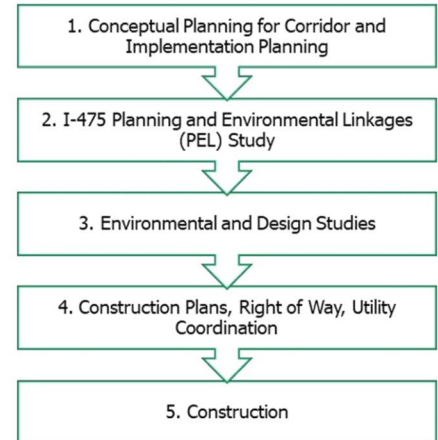
## Agenda

- I-475 Rebuilding Corridor Process
- Study Limits
- Planning and Environmental Linkages (PEL) Study Benefits
- PEL Study Analysis Impacts
- PEL Study Timeline
- Project Purpose and Need
- Draft Evaluation Criteria
- Preliminary Design Alternatives and Examples
- Next Steps
- How to Participate



2

# I-475 Rebuilding Corridor Process



WE ARE  
HERE

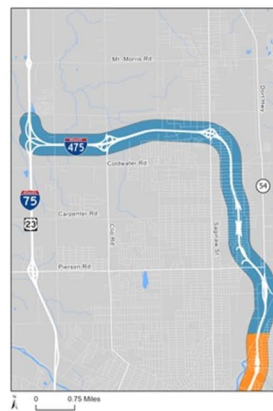
3

# Study Limits

I-475 Study Limits



North Segment



Middle Segment



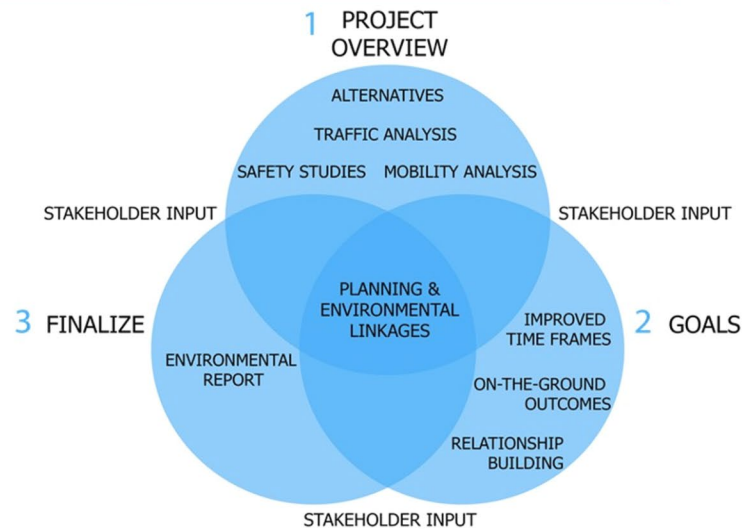
South Segment



4



## PEL Study Process



5

## PEL Study Benefits

- Combines planning, engineering, and initial environmental review.
- Minimizes duplication by using decisions and analysis to inform the National Environmental Policy Act (NEPA) and aligns the project with future requirements.
- Encourages early, meaningful public engagement by identifying stakeholders, building relationships, and providing opportunities for early engagement in decision-making.
- Promotes environmental stewardship and creates better outcomes for the community.
- Reduces implementation delays and accelerates project delivery.

6



## PEL Study Analysis

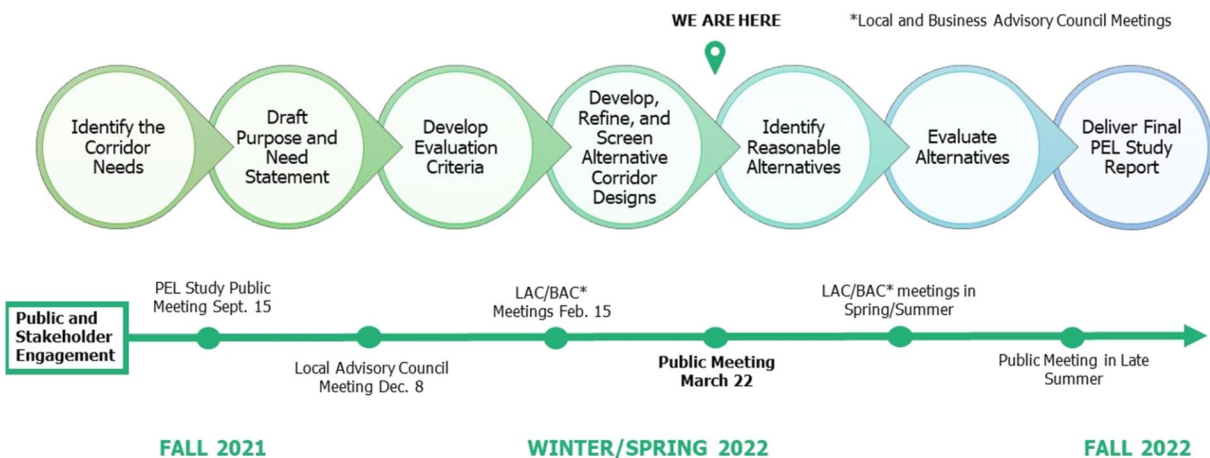
- Safety
- Cultural Resource
- Noise
- Air Quality
- Pedestrian and Nonmotorized Safety
- Environmental Justice
- Social Equity
- Local and Regional Mobility Needs
- Connectivity Benefits for Adjacent Neighborhoods
- Economic Impacts on Local Businesses
- Secondary and Indirect Effects
- Impacts on Local Emergency Responders
- Consistency with Approved Local Land Uses Plans (Existing and Future)

The social, economic, and environmental outcomes of this screening will be used to identify acceptable Alternative(s) for the I-475 corridor.

ACCEPTABLE  
ALTERNATIVE(S)

7

## PEL Study Timeline



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## Feedback to Date



- Importance of the historical significance of St. John and Floral Park neighborhoods.
- If there is an adjustment to Cesar Chavez Drive, do not lose the name. Flint was one of the first in the nation to acknowledge and name a street after Cesar Chavez.
- Consideration for historical markers.



Cesar Chavez Drive



Floral Park Neighborhood



St. John Neighborhood

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## Feedback to Date

### Feedback on:

- Addition of noise barriers.
- Improved connectivity to cultural centers.
- Improved active transportation connectivity and safety.
- Aesthetic improvement ideas including mural, lighting, and historical.

### Suggestions of where to:

- Remove one-way service drives or on and off ramps.
- Improve complex and confusing intersections and roadways, and poor lane markings.
- Fix drainage issues from a culvert installed at I-475 and Reid Road.
- Maintain blocked off streets in the Central Park Neighborhood.

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## Feedback to Date

Additional high-level feedback:

- Preference for I-475 to remain a freeway due to concerns for increased traffic, noise, and pollution.
- Suggestions to cap the freeway.
- Recommendation to consider connectivity improvements to the Flint River Trail Crossing.

Survey feedback showed respondents favored:

- Reducing existing environmental impacts (like noise and air quality pollution) and removing blight adjacent to I-475.
- Improving connectivity between the neighborhoods and downtown.
- Slowing speeds on service drives/local streets and adding pedestrian and bike facilities.

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## Project Purpose

*Identifies the transportation problem that will be addressed.*

Project purpose:

- Address the deteriorated conditions of the highway system's infrastructure.
- Prioritize the safe movement of people, including transit and modes of active transportation, such as walking and bicycling.
- Connect neighborhoods with cultural, institutional, and commercial activity centers.
- Support more economic development opportunities.

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## Project Needs

*Defines the components of the problem.*

Project needs:

- Deteriorated bridge and road conditions, some of which are nearing 50 years of age.
- Right-size infrastructure to match need and declining population.
- Lack of safe, direct east-west vehicular and active transportation connections.

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## Evaluation Criteria

- The objective is to identify which alternative best fits the purpose and need.
- Criteria for project purpose:
  - Addresses deterioration of bridges
  - Addresses deterioration of pavement
  - Prioritizes the safe movement of people, including with transit and active transportation
  - Connects neighborhoods with cultural, institutional, and commercial activity centers
  - Supports more economic development opportunities

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## Evaluation Criteria

Social, economic, and environment:

- Cultural resources and conditions
- Environmental resources and conditions
- Environmental justice population areas
- Section 4(f) properties
- Residential properties
- Businesses/community planning

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## Evaluation Criteria

Criteria for project need:

- Right-sizing Infrastructure
  - Addresses future capacity for I-475
  - Enhances the connectivity between communities within the project area
- Mobility, traffic, congestion, and safety for east-west transportation connections:
  - Improves vehicular safety
  - Improves active transportation facilities and conditions
  - Improves active transportation capacity
  - Improves roadway safety for active transportation traffic
  - Improves vehicular accessibility and connectivity
  - Improves active transportation accessibility and connectivity
  - Provides/improves linkages to existing and planned transit services

16

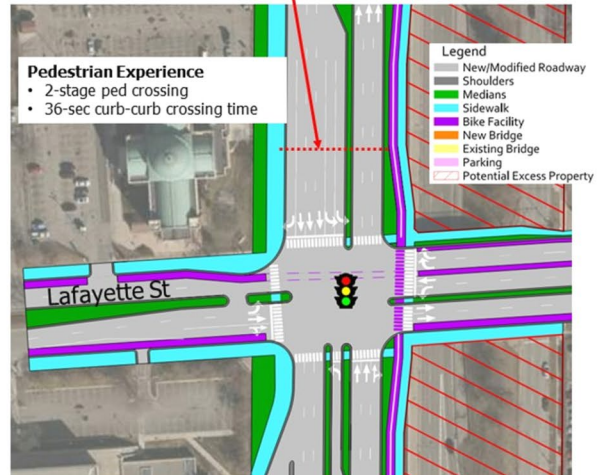


## Case Studies

I-475	I-375
49,000 vpd (2021)	39,000 vpd (2021)
Mix of right and left turns into downtown	Heavy right turns into downtown
Partial removal of I-475 Loop (1.5 mi of 17 mi)	Complete removal of I-375 Spur (1 mi total)
Commuter rerouting likely through neighborhoods	Commuter rerouting primarily through commercial areas

**Rochester, NY Inner Loop: 6,000-10,000 vpd**

- 2021 Existing Condition: 39,000 vpd
- Rerouting anticipated: 20-40%



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## Preliminary Design Alternatives

- No-Build Alternative
- Modified Existing Freeway Alternative
- Reduced Footprint Freeway Alternative
- Urban Boulevard Alternative

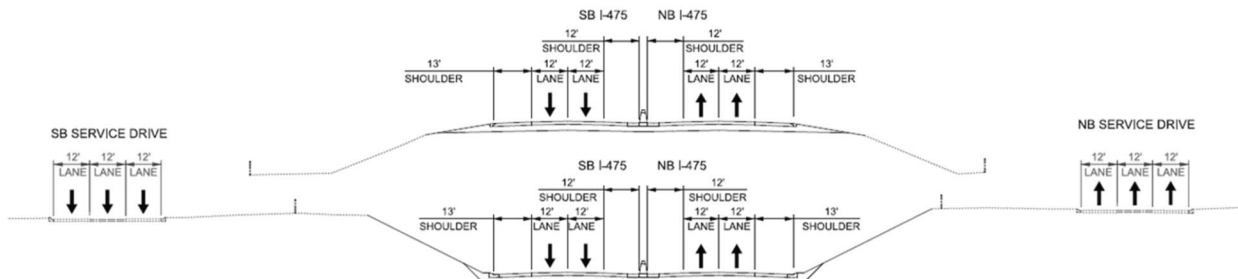


18

## Modified Existing Freeway

### Bristol Road to Carpenter Road

- Freeway main-lane reduced from six-lane section to four-lane section
- Removal of redundant/underutilized ramps
- Removal of unnecessary U-turn structures
- Enhanced service drive operations
- Maintains existing right-of-way footprint
- Additional active transportation crossings
- Potential for enhanced crossings and/or caps

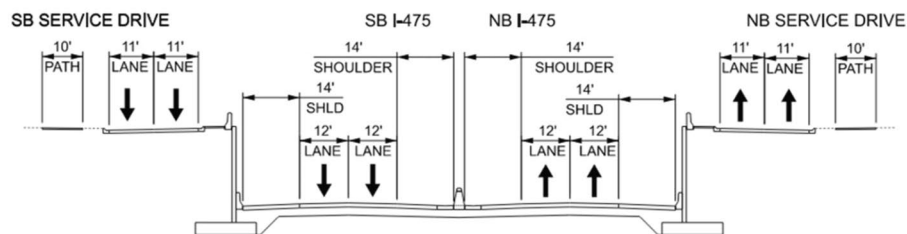


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## Reduced Footprint Freeway

### Bristol Road to Flint River

- Implement urban freeway section to narrow ROW and right-size infrastructure reducing freeway from six lanes to four lanes
- Reduced frontage road lanes
- Reduces ROW footprint by approximately 80-100 feet
- Enhanced service drive operations
- Additional active transportation crossings
- Potential for enhanced crossings and/or caps
- Excess ROW use will be determined throughout the environmental process

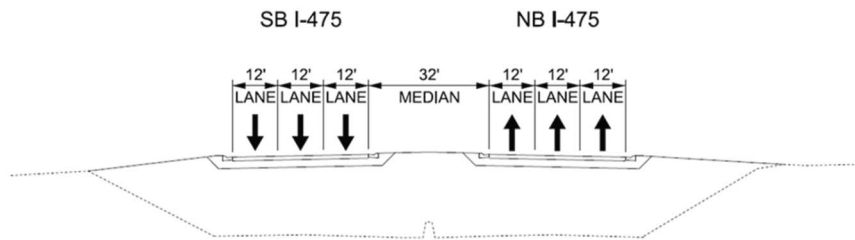


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## Urban Boulevard

I-69 to Flint River

- Replaces I-475 with six-lane urban boulevard from I-69 to Flint River
- Additional turn lanes at major intersections
- Improved active transportation connections and along I-475
- Reduces ROW footprint by approximately 90 feet
- At-grade intersections with local streets
- Restores urban grid configuration across ROW
- Excess ROW use will be determined throughout the environmental process



21

## Active Transportation Design Options

I-69 to Flint River

- Protected one-way bike lane
- Opportunities for plantings



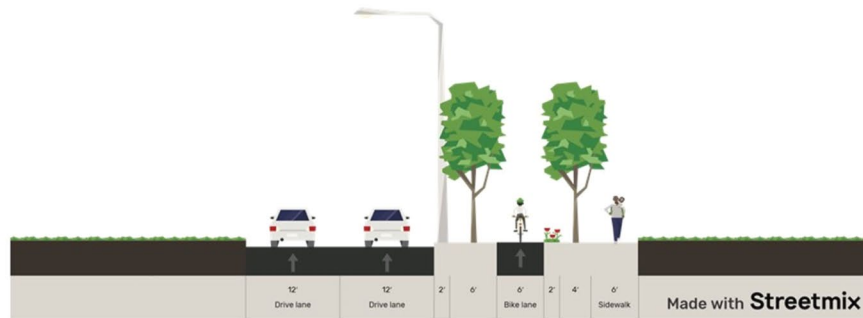
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## Active Transportation Design Options

I-69 to Flint River

- Protected one-way bike lane
- Opportunities for street trees

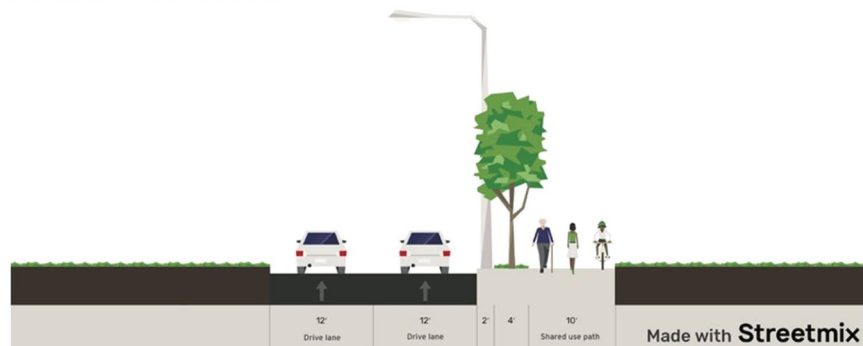


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## Active Transportation Design Options

I-69 to Flint River

- Shared use path
- Opportunities for street trees

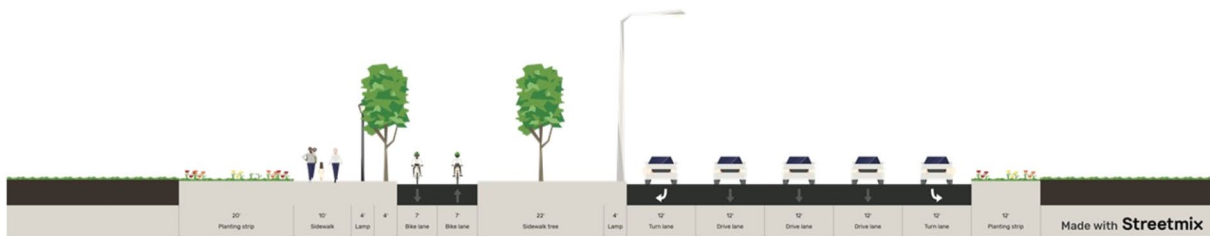


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## Active Transportation Design Options

I-69 to Flint River

- Separated two-way bike lanes
- Opportunities for landscaping

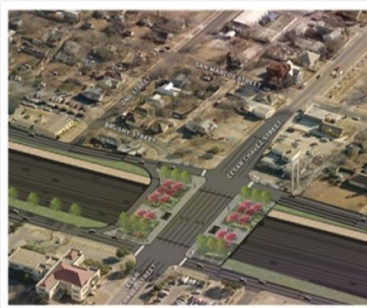


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## Enhanced Crossings Examples



Proposed 2nd Street Community Bridge in Detroit



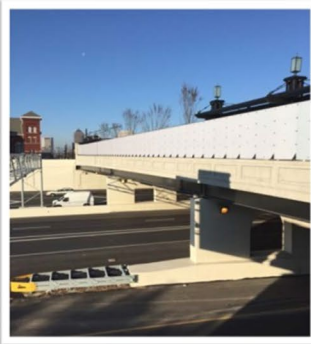
Cesar Chavez over I-35 Concept in Austin, Texas



South High Street and South Front Street in Columbus, Ohio

26

## Freeway Cap Examples



Cap at Long Street over I-71, in Columbus, Ohio



Klyde Warren Park in Dallas, Texas



Cap illustration over I-35 in Austin, Texas

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## Additional Crossing Examples



Between Bristol Road and Hemphill Road



Between Hemphill Road and Atherton Road



At Oakley Street

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## Next Steps 2022

- **Spring:** Local Advisory and Business Advisory Councils reconvene to evaluate refinements made to draft alternative options
- **Summer:** Present refined draft alternative options at the next public meeting
- **Fall:** Deliver final PEL study report

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## Next Steps 2022-2028

Action	Middle Segment	North and South Segments
PEL Study	Fall 2021 - Fall 2022	
Environmental Review and Design	Fall 2021 - Summer 2023	Spring 2022 – Spring 2023
Final Design	Summer 2023 - Fall 2025	Spring 2023
Potential Letting	Fall 2025	Fall 2023 (FY 2024)
Construction	Spring 2026	Spring 2024
Open for Traffic	Fall 2028	Fall 2026

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## We Want Your Feedback

Project Manager: **Carissa McQuiston, P.E.**  
517-331-5992

E-mail: [MDOT-I475@Michigan.gov](mailto:MDOT-I475@Michigan.gov)

Project website: [bit.ly/I475PEL](http://bit.ly/I475PEL)

Online comment form: [bit.ly/I475Comment](http://bit.ly/I475Comment)



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## 2. Presentation Narrated Transcript

Narrator (00:00):

Hello and welcome to the second public meeting for the I-475 Planning and Environmental Linkages – or PEL – study. The goal of this study is to better understand desired community goals for the I-475 corridor and how transportation decisions can be better coordinated with future land use and development decisions.

Narrator (0:27):

Today we will review the I-475 project process, the basics of a PEL study, the feedback we've received to date, the purpose and need of the project, the draft evaluation criteria for choosing the corridor design, and then we will get into some preliminary design alternatives and examples. This is where we are looking for your feedback on what you think would work best for I-475 and the community. Finally, we'll share the next steps for the project and where to submit your feedback.

Narrator (01:04):

The I-475 project began with a \$300 million investment commitment from the Rebuilding Michigan bond program to rebuild 8 miles of I-475. As MDOT began the project development process, we heard the community's concerns about the facility and desires to improve the facility as part of the project. To address the comments and concerns that were received from the community, MDOT made the decision to take a step back in the process and initiate a PEL study for the length of I-475. The PEL Study is one phase in the corridor project process. The conceptual planning for the corridor and implementation plan were the first phase. We are now conducting the PEL study with the end goal of identifying an acceptable Alternative or

Alternatives to move into the environmental and design studies. This is followed by construction planning and finally ends with construction as the final stage.

Narrator (02:11):

The I-475 PEL study limits run from I-75 in Mt. Morris Township South to I-75 in Grand Blanc Township. To facilitate development and future construction, the corridor has been broken into 3 segments: North, Middle, and South. The north segment, shown in blue, covers the area north of downtown from the Flint River to the north Saginaw Street Interchange. The middle segment, shown in orange, is focused on the downtown and covers the area from the I-475/I-69 interchange to the Flint River. The south segment, shown in green, covers the area south of downtown from Hill Road to the I-475/I-69 interchange.

Narrator (03:02):

A PEL study is a planning tool for increased efficiency in transportation development. It lays the foundations for a project to move more smoothly through the process for the National Environmental Policy Act of 1969, also known as the NEPA process. NEPA is one of the most influential environmental laws affecting all federally funded programs, including transportation. NEPA requires federal agencies to consider the environmental, social, and economic consequences of their actions. This process helps establish relationships and shapes better on-the-ground outcomes. The PEL is a transparent, collaborative, inclusive decision-making process that includes the public, and local, state, and federal agencies.

Narrator (03:58):

Some benefits of a PEL study are that it combines planning, engineering and the NEPA process. A PEL encourages early and meaningful public engagement by identifying key stakeholders to build relationships throughout the process, ensuring it is inclusive and feedback from the core community is incorporated, which in turn creates better outcomes for the community.

Narrator (04:31):

MDOT will analyze all alternatives developed against the following factors in order to develop acceptable Alternative(s) that best meet the final approved Purpose and Need statement and community goals. The analysis of social, economic, and environmental impacts identified will help shape the final acceptable alternative(s) that will be included in the PEL.

Narrator (05:00):

The I-475 PEL Study is at the stage of developing, refining, and screening alternative corridor designs. Your participation has helped us identify corridor needs, draft the purpose and need statement and develop the evaluation criteria for reasonable alternatives. The next major steps are identifying, refining, and screening reasonable alternatives for the corridor. There will be LAC and BAC meetings in the spring or early summer and another public meeting in late summer. MDOT processes are inclusive, and we will identify reasonable Alternatives based on public and stakeholder engagement throughout the screening process. In fall 2022, we will deliver the final PEL study report that identifies an acceptable Alternative or Alternatives design for the corridor.

Narrator (05:57):



We have received a lot of feedback to date from the survey and public meeting in September 2021 all the way through our efforts today. We launched a virtual on-demand meeting in the fall, and we launched another one on March 21 to allow for people to get the information on their time and provide feedback. We also established local advisory and business advisory councils early in the process that continue to provide additional guidance and feedback. In addition, one-on-one stakeholder and neighborhood group meetings are ongoing throughout the study and have been a great resource for valuable insight on how the corridor is used or any impacts it has on locals.

Narrator (06:41):

To date we have received Feedback on:

- Addition of noise barriers.
- Improved connectivity to cultural centers.
- Improved active transportation connectivity and safety.
- Aesthetic improvement ideas including mural, lighting, and historical.

We've received suggestions of where to:

- Remove one-way service drives or on and off ramps.
- Improve complex and confusing intersections and roadways, and poor lane markings.
- Fix drainage issues from a culvert installed at I-475 and Reid Road.
- Maintain blocked off streets in the Central Park Neighborhood.

Narrator (07:20):

Additional high-level feedback:

- Preference for I-475 to remain a freeway due to concerns for increased traffic, noise, and pollution.
- Suggestions to cap the freeway.
- Recommendation to consider connectivity improvements to the Flint River Trail Crossing.

Survey feedback showed respondents favored:

- Reducing existing environmental impacts (like noise and air quality pollution) and removing blight adjacent to I-475.
- Improving connectivity between the neighborhoods and downtown.
- Slowing speeds on service drives/local streets and adding pedestrian and bike facilities.

Narrator (08:03):

The project purpose identifies the transportation problem that will be addressed. The purpose should identify an acceptable alternative that will:

- Address the deteriorated conditions of the highway system's infrastructure.
- Prioritize the safe movement of people, including transit and modes of active transportation, such as walking and bicycling.
- Connect neighborhoods with cultural, institutional, and commercial activity centers.
- Support more economic development opportunities.

Narrator (8:33):

The project needs define the components of the problem. The proposed project will address the following:

- Deteriorated bridge and road conditions, some of which are nearing 50 years of age.

- Right-size infrastructure to match need and declining population.
- Lack of safe, direct east-west vehicular and active transportation connections.

Narrator (9:00):

The objective is to identify which alternative best fits the purpose and need. Criteria for project purpose:

- Addresses deterioration of bridges
- Addresses deterioration of pavement
- Prioritizes the safe movement of people, including transit and active transportation
- Connects neighborhoods with cultural, institutional, and commercial activity centers
- Supports more economic development opportunities

Narrator (09:29):

Evaluation Criteria are also developed related to the environmental impacts associated with NEPA for the project. These Criteria include:

- Cultural resources and conditions
- Environmental resources and conditions
- Environmental justice population areas
- Section 4(f) properties
- Residential properties
- Businesses/community planning

Narrator (09:58):

Criteria for project need includes:

- Right-sizing Infrastructure
  - Addresses future capacity for I-475
  - Enhances the connectivity between communities within the project area
- Mobility, traffic, congestion, and safety for east-west transportation connections:
  - Improves vehicular safety
  - Improves active transportation facilities and conditions
  - Improves active transportation capacity
  - Improves roadway safety for active transportation traffic
  - Improves vehicular accessibility and connectivity
  - Improves active transportation accessibility and connectivity
  - Provides/improves linkages to existing and planned transit services

Narrator (10:49):

As part of the analysis of the project we have looked at similar projects to gain an understanding of how I-475 compares to other facilities in similar areas. This slide shows case studies of other freeway removals. Where the I-475 project has 49,000 vehicles per day in 2021, I-375 has 39,000 vehicles per day in 2021 and the Rochester Inner Loop project had 6-10,000 vehicles per day. Commuters coming into downtown Detroit on I-375 predominantly come south on I-375 and turn right to get into downtown. On I-475, commuters come from both the north and the south, with a mixture of vehicles turning left and right to get into downtown. This can cause signal timing challenges to accommodate right turns, left turns, and pedestrian timings while maintaining an acceptable level of service. Where the I-375 freeway



removal project entails a complete removal of the I-375 spur, the I-475 proposed boulevard would remove 1.5 miles of the I-475 freeway in the middle of the 17-mile loop. This can cause safety concerns with traffic slowing down to safe boulevard speeds from their free-flow freeway speeds. With the I-375 project, much of the rerouted commuter traffic is able to use nearby freeways or the commercial street grid. In contrast, on I-475 commuters would likely reroute through arterial neighborhood streets such as Grand Traverse Street south of downtown and Court Street east of Downtown. From a pedestrian experience perspective, the I-375 boulevard at this example location will take an average pedestrian around 36 seconds to cross from curb to curb. Due to the various signal timing demands on this intersection, most pedestrians will need to take two pedestrian cycles to cross the entire length.

Narrator (12:53):

MDOT has identified four preliminary design alternatives that we are looking for feedback and comment on. These options can be used in total, modified based on public comment, and/or have elements from multiple alternatives combined into another alternative. These alternatives include:

- A no-build option
  - Doing nothing is an option that is always evaluated through the process as an option that creates the baseline for comparison.
- A modified existing freeway option
- A reduced footprint freeway option

And an urban boulevard option

Narrator (13:32):

The modified existing freeway option would rebuild the existing freeway from Bristol Road to Carpenter Street and address other infrastructure improvements while maintaining the general footprint of the facility, similar to the originally proposed MDOT rebuilding project. Major elements of the modified existing freeway include:

- Reduction from the existing six-lane freeway to a four-lane freeway
- Removal of redundant/underutilized ramps
  - Between Hemphill and Atherton
  - To/from Horton
  - Between Pierson and Carpenter
- Removal of unnecessary U-turn structures
  - South of Atherton
  - Both sides of Hemphill
- Enhanced service drive operations
  - Including major improvements at the I-475/Stewart/Dort interchange
- Generally, maintains the existing right-of-way footprint for I-475
- Includes the opportunity to create additional active transportation crossings
- Includes the opportunity to create enhanced crossings and/ sections of caps over the freeway

Narrator (14:40):

The reduced footprint freeway alternative would update the I-475 corridor into a more urban freeway section utilizing vertical retaining walls in lieu of the existing grassy slopes to create a

narrowed footprint for I-475 from Bristol Road to the Flint River. Major elements of the reduced footprint freeway include:

- Implementation of the urban freeway section and reducing the freeway from six lanes to four lanes
- Reducing the frontage road lanes to meet current and future traffic needs
- Reducing the overall right-of-way footprint of I-475 by approximately 80-100 feet
  - The use of any excess ROW will be determined as the project continues through the development and environmental process
- Enhancing the service drive operations
- Includes the opportunity to create additional active transportation crossings
- Includes the opportunity to create enhanced crossings and/ sections of caps over the freeway

Narrator (15:45):

The urban boulevard alternative would replace existing I-475 from north of I-69 to the Flint River with an at grade urban boulevard. Major components of the urban boulevard include

- Replacement of the I-475 freeway and frontage roads with a six-lane urban boulevard
  - Additional turn lanes would be required at major intersections, increasing the footprint to 10 lanes in places
- Improving active transportation connections along and across I-475
- Reduces the right-of-way footprint by approximately 90 feet
  - The use of any excess ROW will be determined as the project continues through the development and environmental process

Narrator (16:40):

We are considering multiple active transportation enhancements for the I-475 corridor and are looking for feedback from the public on preferences. The next several slides outline some of the options that are being considered. This slide shows a protected one-way bike lane with a separate sidewalk for pedestrians.

Narrator (17:04):

This slide shows a protected one-way bike lane with separate pedestrian sidewalk with the option to add street trees.

Narrator (17:15):

This option shows a shared use path option to accommodate both pedestrian and bicycle traffic.

Narrator (17:25):

This option depicts a 2-way bike lane with separated sidewalk for pedestrian traffic.

Narrator (17:34):

Enhanced crossings, also referred to as "stitches" or "mini caps" provide additional bridge width over the freeway on cross streets to provide space for enhanced active transportation facilities and to provide an enhanced connection across the facility.

Narrator (17:54):

Caps provide a larger connection, covering the freeway with open space, recreational uses, or other amenities to provide a connection for the community across the freeway.

Narrator (18:08):

Throughout the corridor, we have looked for areas where additional active transportation crossings would benefit the community. While we are looking for input throughout the corridor on potential locations for these crossings, we have identified three areas that seemed to be ideal locations for additional crossings:

- Between Bristol Road and Hemphill Road
- Between Hemphill Road and Atherton Road
- At Oakley street to replace the existing pedestrian overpass

Narrator (18:41):

This spring, the local and business advisory councils will meet again to evaluate refinements made to the draft alternative options. In the summer, a third public meeting will be held where the team will present refined draft alternative options. The PEL study will be finalized with acceptable Alternative(s) in Fall 2022.

Narrator (19:03):

Following that process, the work begins to create a design and construction timeline. The anticipated next steps are outlined on this slide that include both the North and South Segments opening for traffic in 2026 and the middle segment opening for traffic in 2028.

Narrator (19:26):

We want your feedback. You can contact the project manager, Carissa McQuiston, by phone at 517-331-5992. You can email the project team at [MDOT-I475@Michigan.gov](mailto:MDOT-I475@Michigan.gov). You can access the PEL study website at [bit.ly/I475PEL](https://bit.ly/I475PEL). Or you can submit a comment via online comment form at [bit.ly/I475Comment](https://bit.ly/I475Comment).

### 3. Project Boards



## I-475 PEL STUDY



## Welcome

Thank you for wearing a face covering indoors to ensure the safety of all guests and staff.

## Agenda

- 5:30 - 6:15 p.m. Public meeting commences, review available information and talk to project team
- 6:15 - 6:45 p.m. Presentation
- 6:45 - 7:30 p.m. Review available information and talk to project team
- 8:00 p.m. Event concludes

**March 22, 2022**

## We Want Your Feedback

### Project Manager

.....

**Carissa McQuiston, P.E.**  
**(517) 331-5992**

### E-mail

.....

**MDOT-I475@Michigan.gov**

### Project Website

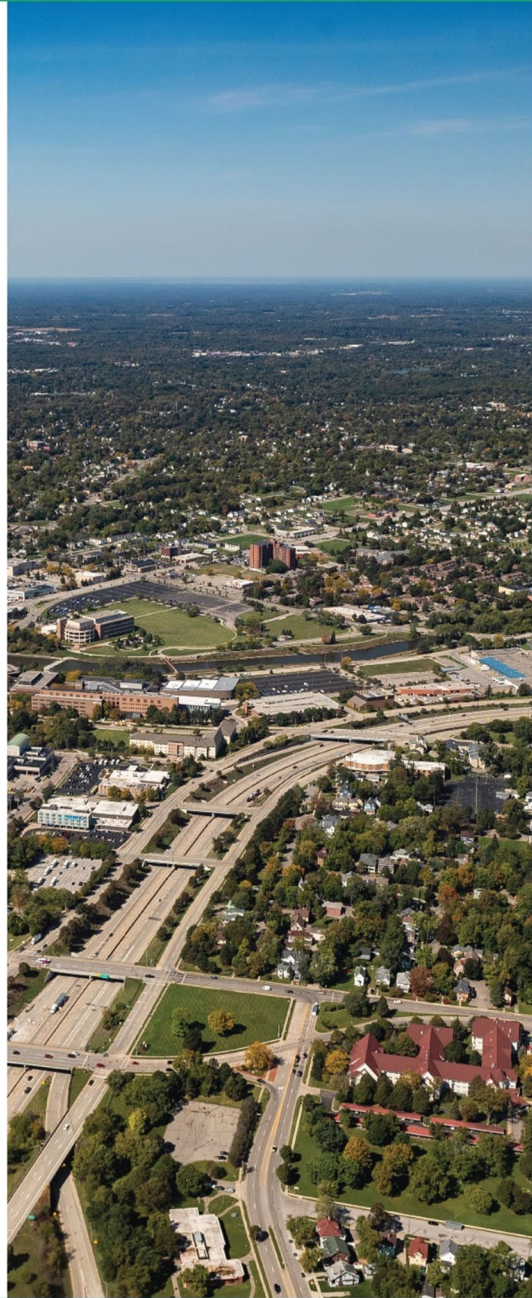
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**<https://bit.ly/I475PEL>**

### Online Comment Form

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**<https://bit.ly/I475Comment>**

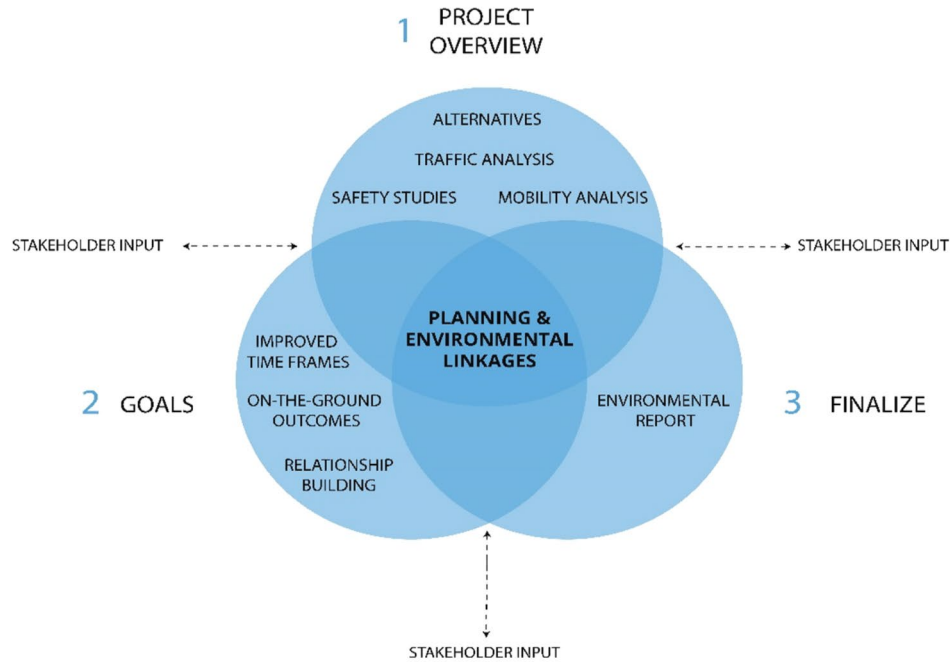


**I-475 PEL STUDY**





# What is a PEL study?



## Planning and Environmental Linkages (PEL) Study

A PEL study is a collaborative approach to transportation decision-making.

The study looks at the transportation, environmental, community, and economic goals early in the planning process.

The outcome of the PEL study will result in alternatives for the I-475 corridor that reflect the vision and values of the greater Flint community.

### Who participates?

- Public – residents, commuters, businesses, etc.
- Local, state and federal agencies
- Resources agencies

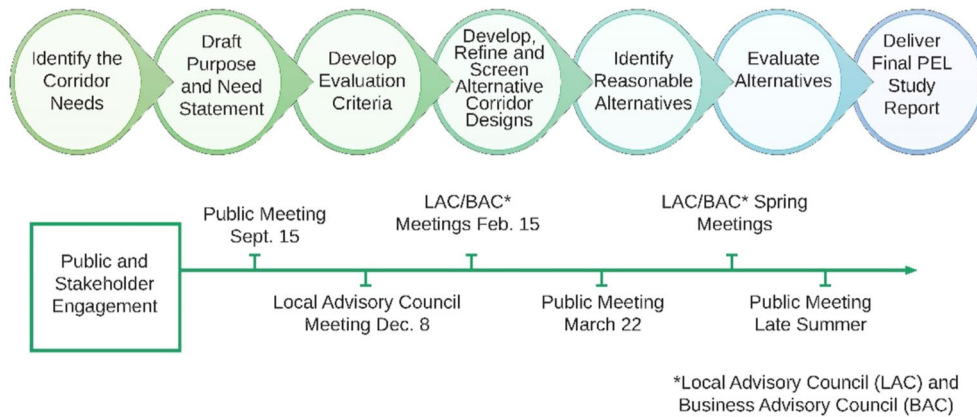


## I-475 PEL STUDY



## Study Timeline

### PEL Study Process



### Anticipated I-475 Schedule

Action	Middle Segment	North and South Segments
PEL Study	Fall 2021 - Fall 2022	Fall 2021 - Fall 2022
Environmental Review and Design	Fall 2021 - Summer 2023	Spring 2022 - Spring 2023
Final Design	Summer 2023 - Fall 2025	Spring 2023
Potential Letting	Fall 2025	Fall 2023 (FY 2024)
Construction	Spring 2026	Spring 2024
Open for Traffic	Fall 2028	Fall 2026



**I-475 PEL STUDY**

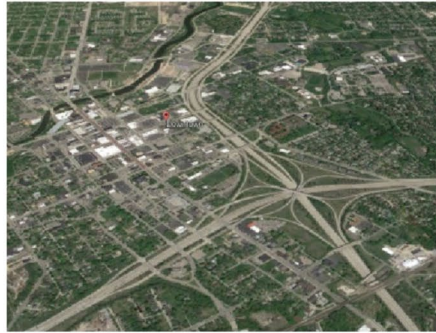


## Project Limit Maps

### I-475 PEL Study Limits

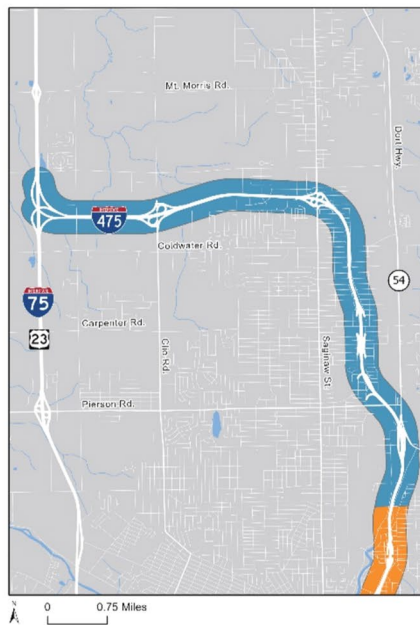


The study area will span the entire I-475 corridor from the southern I-75 interchange in Grand Blanc Twp. to the northern I-75 interchange near Mt. Morris Twp.



A current aerial shot of the I-475 corridor at the I-69 interchange near downtown Flint.

### North Segment



### Middle Segment



### South Segment



**I-475 PEL STUDY**

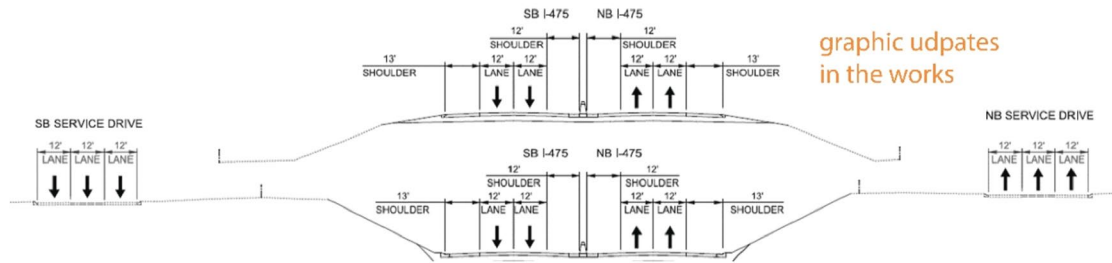




## Modified Existing Freeway

### Bristol Road to Carpenter Road

- Freeway main-lane reduced from 6-lane section to 4-lane section
- Removal of redundant/underutilized ramps
- Removal of unnecessary U-turn structures
- Enhanced service drive operations
- Maintains existing right-of-way footprint
- Additional active transportation crossings
- Potential for enhanced crossings and/or caps



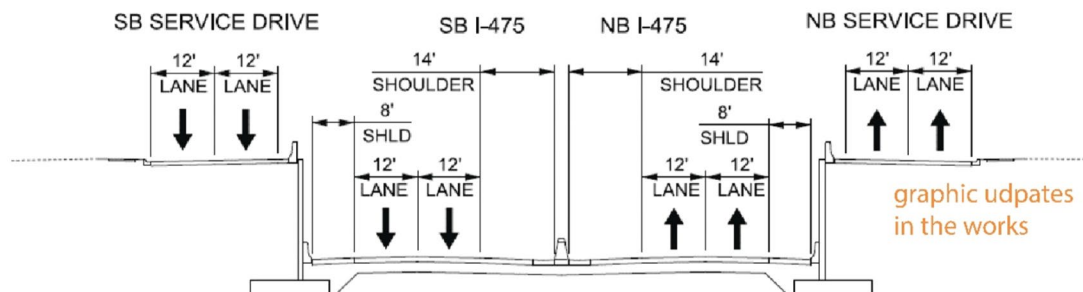
I-475 PEL STUDY



## Reduced Footprint Freeway

### Bristol Road to Flint River

- Implement urban freeway section to narrow ROW and right-size infrastructure reducing freeway from 6-lanes to 4-lanes
- Reduced frontage road lanes
- Reduces ROW footprint by approximately 80-100 feet
- Enhanced service drive operations
- Additional active transportation crossings
- Potential for enhanced crossings and/or caps
- Excess ROW use will be determined throughout the environmental process



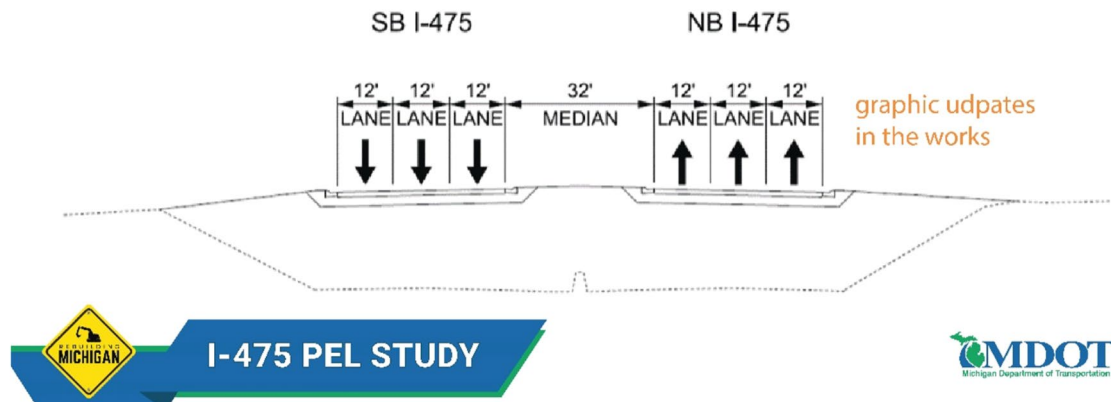
I-475 PEL STUDY



## Urban Boulevard

### I-69 to Flint River

- Replaces I-475 with 6-lane urban boulevard from I-69 to Flint River
- Additional turn lanes at major intersections
- Improved active transportation connections along I-475
- Reduces ROW footprint by approximately 90-feet
- At-grade intersections with local streets
- Restores urban grid configuration across ROW
- Excess ROW use will be determined throughout the environmental process



# **APPENDIX C: COMMENTS**

## 1. Submitted Comments

Comment	Comment Mechanism
Next Steps 2022-2028 Amendment - addition of the following: Study - to assess the financial and social loss and impact of the construction of 475 to Flint residents that were displaced.	Public meeting comment card
Noise: I-69 - from Carter Road to 475 - is a problem. Concern if you raise grade of 475 from 69 to Hamilton you lose current sound wall. I believe and support boulevard concept but worried about noise!	Public meeting comment card
Fifty years ago, the government bulldozed the homes of families, friends, grocery store, pharmacy and small businesses. "In the name of economic development" - Today MDOT engages the same community, not about righting a wrong, but about does the road look better decorated this way or that way.	Public meeting comment card
I live in a 300-unit apartment complex at 800 E. Court Street. My concerns are related to access both north and south to I-475 also access for emergency and transport vehicles that are needed every day. I also wonder about response times for all emergency vehicles from downtown - Police/Fire and Paramedics	Public meeting comment card
Request to be included in LAC. Fact Outpost - Interested in minority participation in the process. -Highly Automated Vehicles - 2 lanes + 1 lane	Public meeting comment card
Request to be included in LAC. Fact Outpost	Public meeting comment card
I am requesting that artists, creatives and local talent be included in the planning and funding phases of development. I also would like to see a 5% commitment of budget to provide financial support to the artists and creatives involved with the project. I am willing to advocate as a representative of the arts community and help gather community input.	Public meeting comment card
MDOT to advocate and leverage funds for the communities that were erased 50 years ago.	Public meeting comment card
We need to be getting rid of the I 475 highway and be looking a[t] what Rochester New York State [did].	PIMA comment form
I am a Flint resident who lives near the I475 corridor and I am in favor of the recent idea being offered to fill in portions of the highway to create up to 30 acres of developable land. I475 was a well-intended but ill-conceived idea to begin with and tore apart many relatively strong neighborhoods in the City. While it is impossible to go back in time, it is possible to re-build a sense of community in the area and we have to start somewhere. Now is the time to utilize the money that would otherwise go towards reinforcing a bad idea, and turning it into something that gives hope for the future.	PIMA comment form

Comment	Comment Mechanism
Makes a lot of sense, let's replace a road instead of fixing the schools. If you truly cared about the community you would start there	PIMA comment form
WHAT A JOKE! The city can't even afford to have the sides of the freeways swept and maintained or streets resurfaced. Have you seen how nasty it looks? No police force, crime is out of control!!!! But \$300 million for this???? This makes absolutely no sense at all!	PIMA comment form
I think this is a much-needed idea. The highway there is terrible and needs to be redone.	PIMA comment form
How has this NOT been done yet?	PIMA comment form
I hear the state gives you money to take care of Dort highway it is an awful shape	PIMA comment form
Can we make sure to not close the 475/69 interchange at [the] same time 475 will be worked on. I'll have no good way to make it to and from work (Mott) if they are all closed at the same time. Besides back-routing to Dort Highway which is also a mess as well.	PIMA comment form
475 should be widen to a 3 lane expressway. Too much traffic on it for a 2 lane expressway. Also, parts of it doesn't drain very well. That should be addressed before anything else. Doing sections at a time would be more appreciated than doing a large section at a time. These road projects take too long around here in Michigan.	PIMA comment form
I am not in favor of changing I475 to a boulevard through Flint. When I travel to Bay City, I do not want my journey interrupted and/or to take longer.	PIMA comment form
Being a longtime Genesee county resident and former Flint resident (north Flint and college cultural area) I have seen Flint go through major growth and decline. The I475 corridor provided access to downtown Flint and the college area for commuters. It was a way for industrial traffic to stay off surface streets as well. I have concern with discussions for different proposals to rebuild or even change the concept of this interstate extension. To what purpose would it serve to eliminate a freeway, at great cost. and create a boulevard at street level? I cannot see this creating anything but congestion as well as creating the possibility of more vehicle and pedestrian accidents. If the intent is to create traffic to stimulate economic growth from flow through travelers that ship has sailed. Flint needs to deal with other issues before making it a "destination;" I will always be a kid from Flint but reinventing itself will take more public image rejuvenation.	PIMA comment form
Leave I-475 the way it is, it is convenient for me to use as I live near to it and travel on it everyday, yes it needs to be repaired but other than that, leave it alone.	PIMA comment form

Comment	Comment Mechanism
It needs to be rebuilt. To completely tear down would mean people in flint would have to drive to Grand Blanc for south bound 75 and mount Morris for northbound 75. Or they would have to take 69 to 75 which is just as out of the way as the rest.	PIMA comment form
Do not stop the 475 traffic flow for any reason. Many people use it to quickly get through Flint to avoid the slow traffic. You will add a half hour drive to a commute across the city. In Grand Blanc 475 is above ground, it's in the tree tops and the first areas to freeze over. Exits already exist for Clio, Flint, and Grand Blanc. We DO NOT need a city level street at a much lower speed impeding drivers on 475. Let these businesses use their own money to promote their business and do not use state funds to FORCE people to drive through downtown to make drivers pass by their businesses. That boulevard, roundabout idea is insanity and totally absurd. People need to be able to use 475 to connect with 75 and 69 as quickly as possible without stopping for a downtown Flint side show or deadly roundabout. This needs to serve the people who have to commute as quickly as possible everyday for work. Nobody needs a Flint side show through downtown. We already have many boulevards that are littered with too many potholes the city isn't fixing until someone complains. If you slow 475 down and make it a boulevard for a business to profit from it will end up being renamed the stop and rob highway. Flint needs more money for police on the streets, we don't need more areas created that need policing. Fix the drainage, provide enough money for the road commission to plow and salt in winter.	PIMA comment form
I would really miss I-475 if it was downgraded to a regular road. I use it for my daily commute and to get to certain areas I visit. It would be fine to narrow it though, since it's not usually busy.	PIMA comment form
I am begging you guys to stop fixing these highways that are just fine and INSTEAD fix the ROADS that are absolutely horrible!!! Please put this money into workers to fix the dang roads! There are four times as many potholes than there are people!!	PIMA comment form
I live next to 475 between Hemphill and Atherton. The noise is terrible. Please consider putting up a brick wall on the sides of the expressway where there are houses.	PIMA comment form
475 was just redone in the last few years. There are LOTS of way worse roads with more traffic. Spend more wisely.	PIMA comment form



Comment	Comment Mechanism
<p>Do not make 475 a boulevard! I have driven from auburn hills to i-69, using Lapeer road or 24. Driving through Oxford is a total bottleneck. Two lanes of traffic diverted through downtown. I dare you to drive it during traffic peaks. Good luck. That entire section of 24 needs to be diverted around that town and made into an expressway between 69 and 75. This isn't the 50's anymore. People work and commute a 100 miles away everyday. We do not need a scenic route. Connectivity, speed and the ability of the road commission to keep the road serviced should be the primary factors, not what a little town or dying city think may bring in business. A boulevard is an old idea created by someone who does not commute for work and who doesn't care how a kink in the chain of roads affects those commuters.</p> <p>Fix Oxford because Lapeer road is a viable 75 alternative with the exception of Oxford two lanes in traffic hell. Try this route when 75 is backed up or closed. Its an absolute nightmare. With all the intersecting roads, those drivers are trying to cross Lapeer road or turn onto it instead of merge onto it and it's a miracle more accidents don't happen. It's a drive from Flint to auburn hills that could take 30 minutes off a commute via 75, if it were converted to expressway. Don't impede traffic on 475 like you do going through Oxford and traffic stopping at every small town street light because there is no traffic flow there. They want you to stop at every block to see the stores, etc., but it adds 30 to 40 minutes to the drive. Do not do this in Flint. We are not living in 1950 anymore.</p>	PIMA comment form
<p>For the 475 rebuild, it should no way be converted to a boulevard level street through Flint. The backup at 75 is bad enough as it is to add more congestion to it. The only thing this change would do is divert traffic or create more pedestrian-vehicle accidents with people trying to cross a busy highway. All this change would do is hurt local businesses downtown because people would avoid that freeway because nobody wants to be stuck in traffic for an hour every day to get through Flint. This has to be one of the worst and most ignorant ideas I have ever heard proposed.</p>	PIMA comment form
<p>Need to leave it as it is, or reduce it to two lanes if something must be done. I have worked in Burton for the last 6 years, using I-475 almost daily. The alternative would be Dort Highway or Saginaw Street, adding to congestion to those streets and adding a lot of time to commutes due to the traffic and lights. Converting it to a boulevard would also result in the same thing, adding traffic lights and pedestrians into the mix. Additionally, if there are traffic ties ups on I-75 due to accidents, I-475 offers an alternate route to divert traffic rather than diverting that traffic into city and residential streets.</p>	PIMA comment form

Comment	Comment Mechanism
Keep it similar to how it is. It's crucial to downtown movement. If anything, resurface it. Thank you!	PIMA comment form
I live right next to I-475 and walk across it to get to downtown Flint on a regular basis. The amount of space taken up by 475 versus the amount of traffic I see is completely out of balance. The exit ramps leading onto Chavez, particularly at 2nd Street., do not make me feel safe when crossing as a pedestrian because of the speed at which people take them. There is also a lot of littering in and around those entrance and exit ramps. I would love to see the lanes reduced or reincorporated into the city streets with slower speed limits.	PIMA comment form
Keep it an interstate	PIMA comment form
Making 475 a boulevard through downtown Flint is a disaster waiting to happen. People will not slow down coming off the freeway. I work at Mott College, and I see the already bad habits of drivers in the area, like speeding and running red lights. This in addition to 475 being a detour route for 75. Please do not make that stretch of 475 a boulevard.	PIMA comment form
I would highly encourage MDOT to consider removing I-475 in Flint. This would help to reconnect the city. The road is underutilized and no longer necessary as a freeway. It can be replaced with a surface street. This would help to reconnect and revitalize Flint's downtown.	PIMA comment form
I would like to have a lane boulevard created where i475 is currently. It will allow more green space and reclaim land to allow for bike lanes and walking areas where the roadways used to be. I would also like to see this space used for historical perspectives for reclamation and demolition of the area for the highway. This area would also allow move walkability from the cultural center to the downtown area. The few bridges that cross 475 do not feel the safest when walking or biking. Also the traffic signals are not timed correctly to allow a more seamless drive through that area. If it was reduced to one signal in the middle versus 2 on each end of the service drives, less people would run and speed through that area. A boulevard with a lower speed limit would also allow people to have more access in the downtown area with a safer mobility of mass transit, walkers and bikers alike.	PIMA comment form
Removing the bridge and creating a boulevard I. This area would make a safer walking and biking along the river trail through Kearsley Park.	PIMA comment form
Leave it as is. Making it a surface street will make traffic on I75 back up on Sunday evening when the people coming home from up north use I475 to avoid the split at I75 and US23. Eliminating	PIMA comment form

Comment	Comment Mechanism
a free flowing I475 will force more traffic on I75 and increase traffic backups. Also, Friday night traffic will go up for the same reason.	
Keep it the same! Just improve it	PIMA comment form
I totally understand that maintaining our roads is very expensive, as a resident that relies on I-475 daily to travel south on the expressway daily from Clio road to I-69 the construction has been difficult but understandable, but turning I-475 into a boulevard at street level through downtown Flint seems as expensive as ridiculous! what about the drivers that travel the whole length of the road daily? that would cause them to avoid the area all together as it would make taking I-475 a longer commute than taking I-75. I truly believe that the best option would be reducing down to 2 lanes that was done a couple of years ago on the northern end which would reduce maintenance costs.	PIMA comment form
I475 should remain an expressway.	PIMA comment form
I use the sections of I-475 between Mt. Morris & Hill Road on an almost daily basis. I currently live in Mt. Morris & work in Ann Arbor, and previously worked in downtown Flint for 10 years. I would be in favor of the No Build, Reduced Footprint, or Modified plans. I am not in favor of the Urban Boulevard plan. I personally prefer being able to stay on a highway, over having to get off then back on. For those who work downtown, it seems like that option would increase traffic issues! Especially when considering emergency traffic to the hospital. I'm not overly concerned about the economic development opportunities the extra land could bring - Flint is full of economic development opportunities that could/should be explored before adding new ones. Additionally, in the summer, 75 is an absolute nightmare as people travel up North, having I-475 as an easy way around that mess is really a great option for those of us who live in the area and for travelers & I'd hate to see it made into something that's difficult or frustrating to navigate. Thank you for the opportunity to leave a comment.	PIMA comment form
Without I-475 freeway through Flint where will the weekend traffic that now uses it go?	PIMA comment form
I use a large majority of I-475 very frequently and if I lost a part of that getting around would be quite a bit more difficult for me. I moved to the north end of Flint a little over a year ago, but all of my family lives just north of Detroit so I travel along 475 from carpenter Road. To where the freeway merges with 75 south doing that on a surface road would take two to three times as long.	PIMA comment form

Comment	Comment Mechanism
Please do not eliminate any of 475 or bring it down to one lane traffic would be terrible. People don't want to have to go out to 75 to head north traffic is already so bad on 75 it would be much worse	PIMA comment form
I think 475 should remain a freeway. Not only is it a good jog to get anywhere in Flint it allows people using 75 to get around backups as needed.	PIMA comment form
Please leave 475 the way it is just repave it. It really helps on my commute to and from work and getting across town with the decrepit roads in the city.	PIMA comment form
The boulevard option near downtown Flint is a perfect idea!	PIMA comment form
I would like to see the entirety of I-475 converted to a street-level boulevard, with cars deprioritized. This highway ripped through Black neighborhoods when it was built without their consent, displacing thousands of people. For people to complain that their commute will be impacted is insulting to the memory of those who were marginalized by the highway and continue to deal with the blight of it going through their neighborhoods. The boulevard construction also offers a huge opportunity to invest in dedicated bus lanes, wider sidewalks, bike lanes, and the encouragement of new infill, mixed-use development along the newly constructed boulevard. All of this will shift trips from cars to other modes, which will decrease pollution, increase economic development in nearby neighborhoods, and increase the tax base for Flint and the state of Michigan. This will also decrease car traffic and congestion, since improving the road or adding lanes will just induce more car travelers to use the roadway. This highway should never have been built. Now we have a chance to do the right thing and tear it down, replacing it with a place that people actually want to live, work, and play. The new boulevard represents a small chance at partial redemption by MDOT, the highway movement, and white residents who fled Flint and then subjected Black residents who couldn't leave the city to further marginalization and displacement.	PIMA comment form
Just resurface the entire freeway...save money and is a very used express for flint residents...keep it same lane width just resurface	PIMA comment form
As a resident of Genesee County, I would prefer to see all of I-475 remain as an expressway it is a nice detour when things happen on I-75. Thank you for your time.	PIMA comment form
I am most interested in seeing improved connectivity between the neighborhoods and downtown. Removing physical and psychological barriers that have existed for too long is a step towards the redevelopment of Flint.	On-Demand public meeting

Comment	Comment Mechanism
Do not reduce lanes on 475 footprint	On-Demand public meeting
All the alternatives with the exception of the boulevard should be considered. The boulevard concept should not even be considered in this discussion due to safety concerns and traffic backup concerns. Placing as many as 5 traffic signals in the middle of an urban interstate with high-speed traffic coming from both ends is a recipe for dramatically increased rear-end accidents and potential major backups during peak times not only on I-475, but on I-69 as well.	On-Demand public meeting
CSVNP [Court Street Village Nonprofit]	On-Demand public meeting
I use the sections of I-475 between Mt. Morris & Hill Road on an almost daily basis. I currently live in Mt. Morris & work in Ann Arbor, and previously worked in downtown Flint for 10 years. I would be in favor of the No Build, Reduced Footprint, or Modified plans. I am not in favor of the Urban Boulevard plan. I personally prefer being able to stay on a highway, over having to get off then back on. For those who work downtown, it seems like that option would increase traffic issues! Especially when considering emergency traffic to the hospital. I'm not overly concerned about the economic development opportunities the extra land could bring - Flint is full of economic development opportunities that could/should be explored before adding new ones. Additionally, in the summer, 75 is an absolute nightmare as people travel up North, having I-475 as an easy way around that mess is really a great option for those of us who live in the area and for travelers & I'd hate to see it made into something that's difficult or frustrating to navigate. Thank you for the opportunity to leave a comment.	On-Demand public meeting
Please keep as a highway the whole. Like the idea of a potential cap in one spot near downtown. There is no way that creating more normal intersections with turn movements will not increase the number of accidents with injuries compared to letting the traffic stay on the highway.	On-Demand public meeting

Comment	Comment Mechanism
<p>The Reduced Footprint Freeway seems like a more realistic option. We still need an expressway option for traffic cutting through the city and to help bring in people faster from areas throughout the county. Flint doesn't have enough traffic anymore to justify the boulevard choice. A shared use active transportation option seems to best match existing trails like the Flint River Trail through Chevy Commons and throughout the Iron Bell Trail.</p>	<p>On-Demand public meeting</p>
<p>I appreciate this additional information. Of the options outlined I prefer the reduced footprint freeway. A couple of items to comment on. I like the protected bike lane designs presented and think that those are particularly important for East-West transportation corridors crossing I-475, which are the most important transportation linkages for bikes (as they move between commercial and residential areas that are of sufficient proximity to be utilized by bikes. I am unsure what is meant when the presentation talks about enhanced service drive operations - I just have no idea what that means. I believe that the capping and mini capping is very important in areas where the community would like improved east-west linkages - particularly from Fifth Street to Kearsley. The more capping that is done in this area, the greater the increase will be in pedestrian and non-motorized transportation over the expressway. I hope there will be a public process if an option that significantly reduces the ROW is utilized to discuss how that additional ROW should be used. I do think there is a significant benefit to reducing the ROW. I greatly appreciate the presentation and an outline of the high-level options.</p>	<p>On-Demand public meeting</p>



## 2. Roll Plot Comments

Comment	Alternative	Segment	Location
Keep expressway clean.	Alt. 1 Modified	1	I-475 and Coldwater Road
Slippery road [due to rain and snow] + no sign.	Alt. 1 Modified	1	I-475 btw. Saginaw Road and Coldwater Road
Keep expressway clean and construction sign pick up.	Alt. 1 Modified	1	I-475, btw. Clio Road and Saginaw Street
Keep expressway clean and construction sign pick up.	Alt. 1 Modified	1	I-475, btw. Clio Road and Saginaw Street
Many accidents. Needs new fence. Crack in the foundation from rebuild.	Alt. 1 Modified	2	SE quadrant of I-475/I-69 interchange
Vastly increase the cap size and use. Allow for buildings to be constructed over the highway, especially downtown.	Alt. 1 Modified	2	I-475 and E 3 <sup>rd</sup> Street
Good idea - pedestrian local traffic.	Alt. 1 Modified	2	I-475 and E Kearsley Street
Noise reduction needed in Central Park neighborhood.	Alt. 1 Modified	2	NB Chavez Dr and E 3rd Street
Sloppy road - no speed sign.	Alt. 1 Modified	2	Exit 7, Court Street
Previous detours made leaving the school tough.	Alt. 1 Modified	2	NB Chavez Dr and Robert T Longway Boulevard
Keep expressway clean.	Alt. 1 Modified	2	Exit 8A NB Onramp, Robert T Longway Boulevard
Street. John Street neighborhood sign on top of 475 Northbound at Hamilton.	Alt. 1 Modified	2	E Hamilton Avenue and E Boulevard Dr
Slippery road and no speed sign.	Alt. 1 Modified	3	South I-75/I-475 interchange
Build a sound barrier wall from Hill Road to 75 South.	Alt. 1 Modified	3	I-475, Hill Road to 75 South
Slippery road and no speed sign.	Alt. 1 Modified	3	I-475, btw. Hill Road and Reid Road
Sound barrier? Any turn-around? They cause [illegible].	Alt. 1 Modified	3	I-475, btw. Hill Road and Reid Road
Sound wall - Hill Road South Ottawa Hills sub-division.	Alt. 1 Modified	3	I-475, btw. Hill Road and Reid Road

Freeway entrance needed here instead of way down acceleration lane.	Alt. 1 Modified	3	I-475, Hill Road Exit 2 N. onramp
Slippery road + no sign.	Alt. 1 Modified	3	I-475, btw. Hill Road and Reid Road
475 needs to remain an expressway the whole way. When 75 is busy, everyone uses 475, people will zoom through 475 anyway. Dangerous if it doesn't remain an expressway! Stupid idea.	Alt. 2 Boulevard	2	I-475 and E 5 <sup>th</sup> Street
I know from experience in my hometown that having a divided highway and having people stop at the lights is very frustrating.	Alt. 2 Boulevard	2	I-475 and E 5 <sup>th</sup> Street
Concern: access to 300+ apartment units (senior apartments). Especially for emergency vehicles as well as much used shuttle buses.	Alt. 2 Boulevard	2	Court Steet Village West Apartments – 800 Court Street
Concern for noise impact if at grade.	Alt. 2 Boulevard	2	NB Chavez Dr and Court Street
With the M-21 road diet, this would be an ideal location to connect future trails.	Alt. 2 Boulevard	2	475 and E 5 <sup>th</sup> Street
Reduce Court Street lane from 475 into Central Park + College neighborhood. No rerouting of traffic to Court Street.	Alt. 2 Boulevard	2	Court Street by Pierson Street
Empty schools.	Alt. 2 Boulevard	2	Lapeer Road and E 6 <sup>th</sup> Street
Landscape maintenance is not being done now! No \$.	Alt. 2 Boulevard	2	Avon Street btw, 2 <sup>nd</sup> Street and 3 <sup>rd</sup> Street
Traffic enforcement: not MDOT but Flint issue. Boulevard proposed is dangerous for us living in the area.	Alt. 2 Boulevard	2	I-475 and E Kearsley Street
We live in neighbor - we have no problem getting from Mott College to downtown.	Alt. 2 Boulevard	2	E Kearsley Street and Thomson Street
Architect office + child care. Stakeholder? [WAY Academy of Flint 817 E Kearsley Street, Flint, MI 48503]	Alt. 2 Boulevard	2	NB Chavez Dr and Avon Street
Post office. [250 E Boulevard Dr, Flint, MI 48502]	Alt. 2 Boulevard	2	SB Chavez Dr and W H Schwartz Dr
Board of Education bldg. - Stakeholder LAC? Cultural Center maintenance - heavy equipment; stakeholder LAC? [923 E Kearsley Street, Flint, MI 48503]	Alt. 2 Boulevard	2	E Kearsley Street and Crapo Street
Better access to Cultural Center with this alternative.	Alt. 2 Boulevard	2	E Kearsley Street btw. Crapo Street and Avon Street
Are these cultural institutions stakeholders? Have they been contacted.	Alt. 2 Boulevard	2	E Kearsley Street and Crapo Street

Music Institute could provide public input from their students/families. Postcards/flyers because access may change.	Alt. 2 Boulevard	2	Crapo Street and Manning Street
Stop lights would be very annoying, and very dangerous for pedestrians.	Alt. 2 Boulevard	2	I-475 and W H Schwartz Dr
There's a school here now - Culture; Center Academy could provide public input postcards/flyers from families and daily commuters. [WAY Academy of Flint 817 E Kearsley Street, Flint, MI 48503]	Alt. 2 Boulevard	2	NB Chavez Dr and Crapo Street
Social Security building is not accessible by bus. Closest stay is at Kearsley and Crapo. [1149 Robert T Longway Boulevard, Flint, MI 48503]	Alt. 2 Boulevard	2	SB Chavez Dr and Robert T Longway Boulevard
Marijuana dispensary. [1101 Robert T Longway Boulevard, Flint, MI 48503]	Alt. 2 Boulevard	2	E Boulevard Dr and Robert T Longway Boulevard
This will be the Children's Museums. [420 E Boulevard Dr, Flint, MI 48503]	Alt. 2 Boulevard	2	E Boulevard Dr and Robert T Longway Boulevard
These are boarded up buildings - a development opportunity here, just empty buildings.	Alt. 2 Boulevard	2	SB Chavez Dr and Burton Street
Safety concerns for workers + cars.	Alt. 2 Boulevard	2	I-475 and Robert T Longway
Habitat for Humanity Restore	Alt. 2 Boulevard	2	E Boulevard Dr and Burton Street
Lack of maintenance on [illegible] making this less desirable.	Alt. 2 Boulevard	2	E Boulevard Street and Geneseret Street
Opposed to the plan "stop lights". Keep the 475 highway interchange!	Alt. 2 Boulevard	2	I-475 and Davison Road
What is the definition of green space? What will it look like? Who will maintain it?	Alt. 2 Boulevard	2	I-475 and Davison Road
Pedestrian Bridge.	Alt. 2 Boulevard	3	I-475 and Gram Street
Hard to see oncoming EB traffic for right on red.	Alt. 2 Boulevard	3	NB S Grand Traverse Street and E Bristol Road
Intersection is not moved. Keep the road tidy.	Alt. 2 Boulevard	3	SB S Grand Traverse Street and E Bristol Road

Clear sidewalks of snow. They become impossible during the winter.	Alt. 2 Boulevard	3	SB S Grand Traverse Street and E Bristol Road
Cover freeway + make a park.	Alt. 2 Boulevard	3	I-475 and Carman Street
Library and Senior Center - lots of people walk [here] - pedestrian bridges are a great idea.	Alt. 2 Boulevard	3	SB S Grand Traverse Street and Carman Street
Side walks.	Alt. 2 Boulevard	3	SB S Grand Traverse Street and Carman Street
Remove Hemphill over expressway.	Alt. 2 Boulevard	3	I-475 and E Hemphill Road
Elevated roadway gets deceptively slippery in inclement weather.	Alt. 2 Boulevard	3	I-475 and Waldman Avenue
Expand exchange.	Alt. 2 Boulevard	3	I-475 and W Atherton Avenue
Slippery road.	Alt. 2 Boulevard	3	I-475 and Waldman Avenue
Add exchange G Traverse.	Alt. 2 Boulevard	3	I-475 and S Grand Traverse Street
Expand exchange.	Alt. 2 Boulevard	3	S Saginaw Street and E Belvidere Avenue
Underpass mural - City of Flint choice (neighborhoods).	Alt. 2 Boulevard	3	I-475 and S Saginaw Street
Yes to the pedestrian underpass. ADA accessibility.	Alt. 2 Boulevard	3	I-475 and S Saginaw Street
Flooding.	Alt. 3 Reduced	1	NB Exit 9, Dort Highway/Stewart Avenue
Consider the two lane left turn from Stewart to Dort. Losing two lanes that go straight.	Alt. 3 Reduced	1	N Dort Highway and E Stewart Avenue
What is the expectation of this plea of property? Will you widen the excess property?	Alt. 3 Reduced	1	I-475 and E Stewart Avenue
Street. John Street neighborhood sign on top of 475 Southbound at Stewart.	Alt. 3 Reduced	1	I-475 and E Stewart Avenue
Slippery road [due to rain and snow] + no sign.	Alt. 3 Reduced	1	NB Exit 10, Pierson Road
Let people who live near 475 start by talking about their lived experiences. When you start with plans/alternatives to improve 475 without making space for people to	Alt. 3 Reduced	1	NB Exit 9, Dort Highway/Stewart Avenue

talk about how they were impacted, it feels exploitive all over again.			
Bike path needs lights.	Alt. 3 Reduced	1	I—475 and Massachusetts Avenue
Close Boulevard Drive from Leith Street. to Massachusetts.	Alt. 3 Reduced	1/2	W Boulevard Dr btw. Leith Street and Mass. Avenue
Sound barrier (from Leith Street. to Stewart)!	Alt. 3 Reduced	1/2	I-475 btw Leith Street and Stewart
Street. John Street neighborhood mural.	Alt. 3 Reduced	2	I-475 and Leith Street
Like this footprint best.	Alt. 3 Reduced	2	I-475 and E 5 <sup>th</sup> Street
With the potential M-21 road diet - if this was a crossroad, where the lanes connected here.	Alt. 3 Reduced	2	I-475 and E 5 <sup>th</sup> Street
Boulevard (all) scenarios are dangerous for the residents.	Alt. 3 Reduced	2	I-475 and E 5 <sup>th</sup> Street
Larger caps. With ability to build on top of caps, more land use dedicated to residential/commercial.	Alt. 3 Reduced	2	I-475 and E 5 <sup>th</sup> Street
As a Flint city resident + a runner - CAP as much as y'all can! Can you make a cap developable??	Alt. 3 Reduced	2	I-475 and E 5 <sup>th</sup> Street
This proposal makes more sense, with narrowing road.	Alt. 3 Reduced	2	I-475 and E Court Street
Still need to make sure there are enough crossing.	Alt. 3 Reduced	2	NB Chavez Dr and E 3 <sup>rd</sup> Street
Would like bike paths on both sides or cycle tracks.	Alt. 3 Reduced	2	NB Chavez Dr and E Court Street
Bike cut-through.	Alt. 3 Reduced	2	East Street and E 2 <sup>nd</sup> Street
Improved walk/bike ways or side of this reduced lane highway that remains.	Alt. 3 Reduced	2	East Street and E 2 <sup>nd</sup> Street
People walking/biking.	Alt. 3 Reduced	2	SB Chavez Dr and E 1 <sup>st</sup> Street
Important to keep pedestrian bridge.	Alt. 3 Reduced	2	I-475 and E 2 <sup>nd</sup> Street
CURRENT: [illegible] off of exit ramp dangerous.	Alt. 3 Reduced	2	NB Exit 8A, Robert T Longway Boulevard
Sight lines to ramp.	Alt. 3 Reduced	2	NB Exit 8A, Robert T Longway Boulevard
Lots of people walking + biking.	Alt. 3 Reduced	2	Crapo Street and Manning Street

In existing condition difficult to Cultural Center/Library from freeway.	Alt. 3 Reduced	2	Crapo Street and E Kearsley Street
Pick up/drop off for school (K-8).	Alt. 3 Reduced	2	Robert T. Longway Boulevard and Forest Street
Not good pedestrian connection due to proximity to traffic.	Alt. 3 Reduced	2	I-475 and Robert T Longway
Artistic - retaining walls like Saginaw City.	Alt. 3 Reduced	3	I-475 and S Grand Traverse Street
This would be a big improvement to what's here now.	Alt. 3 Reduced	3	I-475 and Carman Street
No, no point to this! Very inconvenient to travel."	Alt. 3 Reduced	3	I-475 and Carman Street
Pedestrian crossing Oakley +2 on Atherton and Hemphill.	Alt. 3 Reduced	3	I-475 and Oakley Street
New Bridge!	Alt. 3 Reduced	3	S Grand Traverse Street and Hemphill Road
We are already plagued with unusable "green space".	Alt. 3 Reduced	3	I-475 and Hemphill Road
Maintenance? Who? How much? How long?	Alt. 3 Reduced	3	S Grand Traverse Street and Hemphill Road
No signs to tell us how fast to drive in snow + rain.	Alt. 3 Reduced	3	I-475 and Clinton Street
Left turn.	Alt. 3 Reduced	3	S Grand Traverse Street and W Atherton Road
Homeless and panhandlers.	Alt. 3 Reduced	3	S Grand Traverse Street and W Atherton Road
Develop rails to TRAILS.	Alt. 3 Reduced	3	I-475 and S Grand Traverse Street
Speed limits on urban freeways need to be 55 again - we know it increases traffic volume, decreases wear + tear on roads, and improves quality of life, noise.	Alt. 3 Reduced	3	I-475 and S Grand Traverse Street
Underpass in this area is NOT a good idea, due to crime. Keep overpass.	Alt. 3 Reduced	3	I-475 and E Oakley Street
Develop green space by thread LAKE! [Comment over McKinley Park]	Alt. 3 Reduced	3	Orville Street and E Oakley Street
Sound barriers! Sound ricochets off the lake to the neighborhood; to the East.	Alt. 3 Reduced	3	I-475 and Bert Street