

# THE 375 PROJECT

Community Meeting Summary



Prepared by HNTB Michigan, Inc.

November 2025

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# 1 EXECUTIVE SUMMARY

## 1.1 PROJECT BACKGROUND

Through the 375 Project, the Michigan Department of Transportation (MDOT) plans to convert the existing I-375 freeway into a surface boulevard with signalized intersections from Gratiot Avenue to Woodbridge Avenue. The new design will meet current safety standards, reduce crashes, improve road efficiency, provide multi-modal usages, and more street-level connections 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 enhanced mobility and access 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.

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 Macomb Street 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 in March 2022.

MDOT, in partnership with the City of Detroit, kicked off the project's early design phase in September 2022. During this phase, outreach has been accomplished through multiple means, including public meetings, local and government advisory committee meetings, and stakeholder meetings. Throughout this phase, the project team has hosted four public meetings, 15 local and government advisory committee meetings, two Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) industry forums, and over 60 engagements with 40 different stakeholder groups. Numerous communication channels, including the project phone number, website, email, and online comment forms, have also been available to the public.

In September 2024, the City of Detroit, in partnership with MDOT, kicked off the I-375 Neighborhood Framework process. The framework process will continue through the end of August 2025 and will include robust engagement with the community. The process will include four major public meetings, the first taking place on December 3, 2024, and many opportunities for the community to get involved. The second public meeting focused on the Neighborhood Framework process, and gathering ideas from the public on what types of land uses they would like to see, and occurred on April 22, 2025. The third meeting shared a draft land use plan for the community to provide input on and took place on June 26, 2025. Materials from the city's Neighborhood Framework meetings can be found on the city's [website](#).

On June 5, 2025, MDOT hosted a public meeting at The Eastern, located at 3434 Russel St. in Detroit. The meeting covered design updates, the new storm sewer outfall, and maintenance of traffic staging concepts, giving the public a chance to directly engage with project team members and learn more about the project.

On August 11, 2025, MDOT announced a project pause due to rising costs, the longevity of the final project and roadway, public concern, and responsible investment of taxpayer dollars. During this pause, the project team engaged with stakeholders throughout the project area, examined community feedback, strengthened relationships with key partners, and reevaluated design alternatives to determine the best path forward for the project. The November 2025 community meeting was the first opportunity for the community to engage with the project team since the project pause was announced.

## 1.2 COMMUNITY MEETING SUMMARY

This report summarizes the Michigan Department of Transportation's (MDOT) 375 Project November 2025 community meeting focusing on the project pause, what was accomplished, proposed revisions, and next steps. This community meeting was led by MDOT and hosted in-person at The Eastern, in the Eastern Market, on November 13, 2025, additionally MDOT live-streamed the meeting, on the official MDOT YouTube page.

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. Additional postcards were distributed to community leaders for them to share with their neighbors, and project partners also promoted the community meeting through their respective channels and networks. MDOT used the [project](#)

[website](#) for updates and project materials and the Public Involvement Management Application (PIMA) for online comments and distributing meeting notifications.

The community meeting started with the opportunity for attendees to speak with project team members and review meeting activity stations before the presentation started. The presentation began promptly at 5:50 p.m. and was created to:

- Provide project updates, including why the project was paused, and what the project team worked on during the pause.
- Discuss project partners and their role on the project.
- Present the new phased approach and path forward pending FHWA approval.
- Review information about the new storm sewer system construction.
- Give the community opportunities to ask questions and give comments.

The presentation can be viewed on the project website [here](#).

Before and after viewing the presentation, attendees could visit stations around the room, look at project boards, and speak to project team members directly. The stations around the room were:

- Project Overview and Update (Presentation) – This station provided an update about the project status, the path forward, the project partners, and the schedule and next steps.
- Design Changes and Path Forward – This station explained the recent design changes that were made during the project pause and how the project design will move forward.
- Schedule and Next Steps – This station provided information about the ongoing storm sewer outfall construction work, storm sewer outfall construction schedule, project timeline, and next steps.

For more details on the topics covered at the stations, see the Community Meeting Materials on the [project website](#).

After attendees had time to visit the different stations, the project team hosted a presentation and question-and-answer session. To review questions from attendees and answers from the project team, see Community Meeting Verbal Questions and Comments in Appendix C.

Overall, this community engagement period garnered 43 written responses from in-person and virtual meeting comments, comments on the design alternative roll plot, and the online comment form. To see a breakdown of these comments, see

Table 5.1. Some of the predominant themes in these comments were questions about additional opportunities for community engagement and input, the new project schedule, and design changes made during the pause.

## 2 COMMUNITY MEETING DETAILS

**Table 2.1 Meeting Details**

| STAKEHOLDER GROUP/DATE                                                        | TIME             | LOCATION                                             | ATTENDEES |
|-------------------------------------------------------------------------------|------------------|------------------------------------------------------|-----------|
| All stakeholders<br>Thursday, November 13, 2025                               | 5:30 – 7:30 p.m. | The Eastern<br>3434 Russell St.<br>Detroit, MI 48207 | 89        |
| All stakeholders<br>Thursday, November 13, 2025<br>– Friday November 28, 2025 | N/A              | YouTube                                              | 818       |

## 3 NOTIFICATION PROCESS

MDOT invited the public to participate in the community meeting using in-person and online methods. These methods are listed in Table 3.1

**Table 3.1 Methods of Notification**


| MEDIUM                              | SUMMARY OF COMMUNICATIONS                                                                                                                                                                                                          |
|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Postcard Mailing                    | A postcard with the community meeting information was distributed to over 13,000 addresses within a 1/2-mile radius of the project corridor. Additional postcards were also delivered to community spaces throughout the corridor. |
| Media Advisories/<br>Press Releases | MDOT sent a press release 16 days before the meeting date to inform the media and public about the event.                                                                                                                          |
| Project Website                     | The project website included meeting details.                                                                                                                                                                                      |
| Email Outreach                      | An electronic invitation was sent through the project’s email system to over 1,400 subscribers.                                                                                                                                    |

The MDOT press release can be found on the MDOT website [here](#) and the postcard is available in [Appendix A](#).

### 3.1 EARNED MEDIA PROMOTION

This community meeting garnered earned media coverage before the November 13<sup>th</sup> community meeting. They are listed in Table 3.2.

**Table 3.2 List of Earned Media Coverage**

| MEDIA OUTLET                | RELEASE DATE     | LINK TO COVERAGE                                                                                                                                                                                                                                              |
|-----------------------------|------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Detroit Greenways Coalition | October 28, 2025 |                                                                                                                                                                            |
| Greak Lakes Wire            | October 28, 2025 | <a href="https://greatlakeswire.com/stories/675953571-mdot-schedules-twelfth-community-meeting-on-i-375-project-for-november">https://greatlakeswire.com/stories/675953571-mdot-schedules-twelfth-community-meeting-on-i-375-project-for-november</a>         |
| Hoodline                    | October 28, 2025 | <a href="https://hoodline.com/2025/10/mdot-to-host-community-meeting-on-i-375-project-in-detroit-seeks-public-engagement/">https://hoodline.com/2025/10/mdot-to-host-community-meeting-on-i-375-project-in-detroit-seeks-public-engagement/</a>               |
| Local 4 – Click on Detroit  | October 29, 2025 | <a href="https://www.clickondetroit.com/news/local/2025/10/29/mdot-invites-detroit-residents-to-meeting-on-i-375-transformation/">https://www.clickondetroit.com/news/local/2025/10/29/mdot-invites-detroit-residents-to-meeting-on-i-375-transformation/</a> |
| Metro Detroit Today         | November 9, 2025 | <a href="https://www.metrodetroittoday.com/news/traffic-news/mdot-hosting-community-meeting-on-i-375-in-detroit">https://www.metrodetroittoday.com/news/traffic-news/mdot-hosting-community-meeting-on-i-375-in-detroit</a>                                   |

| MEDIA OUTLET | RELEASE DATE | LINK TO COVERAGE |
|--------------|--------------|------------------|
|--------------|--------------|------------------|

Detroit Greenways Coalition

November 10, 2025

**Detroit Greenways Coalition**  
November 10 at 4:00 PM · 🌐

Reminder: MDOT I-375 community meeting is this Thursday, Nov 13th 5:30pm at the Eastern, 3434 Russell. It will also be livestreamed.  
<https://content.govdelivery.com/acc...> See more

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**I-375 RECONNECTING COMMUNITIES PROJECT COMMUNITY MEETING**

**WHY:**  
In August, the Michigan Department of Transportation (MDOT) paused the I-375 Reconnecting Communities Project. At this meeting, MDOT will provide an update on what happened during the pause and the path forward. Join us to learn more about the project's next steps.

**WHEN AND WHERE:**  
**Thursday, Nov. 13, 2025**  
**5:30-7:30 p.m.**  
**The Eastern**  
**3434 Russell St.**  
**Detroit, MI 48207**

**For questions, reach out to MDOT at:**  
• [MDOT-I-375Corridor@Michigan.gov](mailto:MDOT-I-375Corridor@Michigan.gov)  
• 855-375-MDOT (6368)

**Send comments to MDOT at:**  
• [bit.ly/I375Comment](https://bit.ly/I375Comment)

• 5:30 p.m. - Doors Open  
• 5:50 p.m. - Presentation Promptly Begins  
• 6:20 p.m. - Question-and-Answer Session

Can't attend in person? Watch online live at [375Detroit.org](https://375Detroit.org).  
View meeting materials online and comment until Nov. 28, 2025.

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](mailto: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.

**MDOT**  
Michigan Department of Transportation

5 likes · 2 shares

MLive.com

November 11, 2025

**MLive.com** · Follow  
November 11 at 3:00 PM · 🌐

State officials are hosting a community meeting to share revisions for the paused I-375 project that would transform the Detroit highway into a street-level boulevard.

MLIVE.COM  
**How to see proposed revisions for Michigan's paused I-375 rebuild**

14 reactions · 7 comments · 2 shares

## 4 COMMUNITY MEETING MATERIALS

This community meeting's purpose was to provide a project update since the pause, present proposed path forward, share the updated project schedule, review next steps, and gather feedback and input from the community. A variety of materials, including boards and maps, were used at the community meeting

stations to collect feedback and input from attendees. [Table 4.1](#) details what materials were used and at what station. Materials can be viewed on the project website [here](#).

**Table 4.1 List of Community Meeting Materials**

| MATERIALS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | PLACEMENT/USE                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------|
| PowerPoint Presentation                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Community meeting<br>Project website |
| Project Boards<br><u>Design Changes and Path Forward</u> <ul style="list-style-type: none"> <li>▪ Why Now?</li> <li>▪ Project Limits</li> <li>▪ Boulevard Alternatives Considered</li> <li>▪ I-375 Corridor Looking South from Gratiot Avenue</li> <li>▪ I-375 Corridor Looking North from Lafayette Street</li> </ul> <u>Schedule and Next Steps</u> <ul style="list-style-type: none"> <li>▪ Project Timeline</li> <li>▪ Why a New Storm Sewer System?</li> <li>▪ Storm Sewer Construction Schedule</li> <li>▪ Storm Sewer Construction Vehicular Detour</li> <li>▪ Storm Sewer Construction Nonmotorized Detours – Riverwalk Open</li> <li>▪ Storm Sewer Construction Nonmotorized Detours – Riverwalk Closed (Mid-November through Mid-December)</li> <li>▪ Storm Sewer Construction Nonmotorized Detours – Riverwalk Closed (Mid-December through Spring 2026)</li> </ul> | Community meeting<br>Project website |
| Roll Plot <ul style="list-style-type: none"> <li>▪ I-375 Design: Phased Approach<br/>Conceptual Phase 2<br/>Boulevard South of Gratiot Avenue<br/>October 2025</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Community meeting<br>Project website |
| Standard comment card                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Community meeting                    |
| Online comment form                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Project website                      |

## 5 COMMUNITY MEETING COMMENTS

Between November 13 and November 28, 2025, written comments were submitted at the community 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 |
|------------------------------------------------|--------------|
| Community Meeting Verbal Questions/Comments    | 13           |
| Community Meeting Standard Comment Card        | 1            |
| Community Meeting Design Alternative Roll Plot | 16           |
| Online Comment Form                            | 2            |
| Livestream Comments                            | 11           |
| <b>TOTAL</b>                                   | <b>43</b>    |

The main themes expressed through the comments were:

1. Interest in the new project schedule and phasing.
2. Interest in future community engagement opportunities.
3. Concerns about federal funding and additional funding sources.
4. Interest in community impacts and benefits throughout the corridor.
5. Interest in the development of the excess property after construction.
6. Desire to increase pedestrian and bicyclist safety and enhance the experience throughout the corridor.

To review all community meeting comments, see [Appendix A](#).

## 6 NEXT STEPS

The 375 Project November 2025 Community Meeting was a valuable opportunity for the community to learn about the project pause, proposed path forward and schedule changes, and the project's next steps. The meeting also allowed the community to share their feedback, questions, and concerns directly with the project team.

The project team will thoroughly review the input and feedback received at this community meeting and work to incorporate it into next steps. MDOT is committed to delivering a project that delivers tangible benefits and improvements to the I-375 corridor, aligns with the community's vision, reflects the community's diverse perspectives, and creates a safer roadway that meets current and future mobility needs.

Moving into 2026, the community will have more opportunities to engage with the project and project team as the project resumes. Project information is available on the project website at [www.375detroit.org](http://www.375detroit.org).

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

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## POSTCARD

### I-375 RECONNECTING COMMUNITIES PROJECT COMMUNITY MEETING

#### WHY:

In August, the Michigan Department of Transportation (MDOT) paused the I-375 Reconnecting Communities Project. At this meeting, MDOT will provide an update on what happened during the pause and the path forward. Join us to learn more about the project's next steps.

#### For questions, reach out to MDOT at:

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- 855-375-MDOT (6368)

#### Send comments to MDOT at:

- [bit.ly/I375Comment](https://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](mailto: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.

#### WHEN AND WHERE:

**Thursday, Nov. 13, 2025**  
**5:30-7:30 p.m.**

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

- 5:30 p.m. - Doors Open
- 5:50 p.m. - Presentation Promptly Begins
- 6:20 p.m. - Question-and-Answer Session

Can't attend in person? Watch online live at [375Detroit.org](https://375Detroit.org).

View meeting materials online and comment until Nov. 28, 2025.



#### I-375 RECONNECTING COMMUNITIES PROJECT

1060 W. Fort St.  
Detroit, MI 48226

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

**WE NEED YOUR PARTICIPATION!**

**MARK YOUR CALENDAR: NOV. 13, 2025**

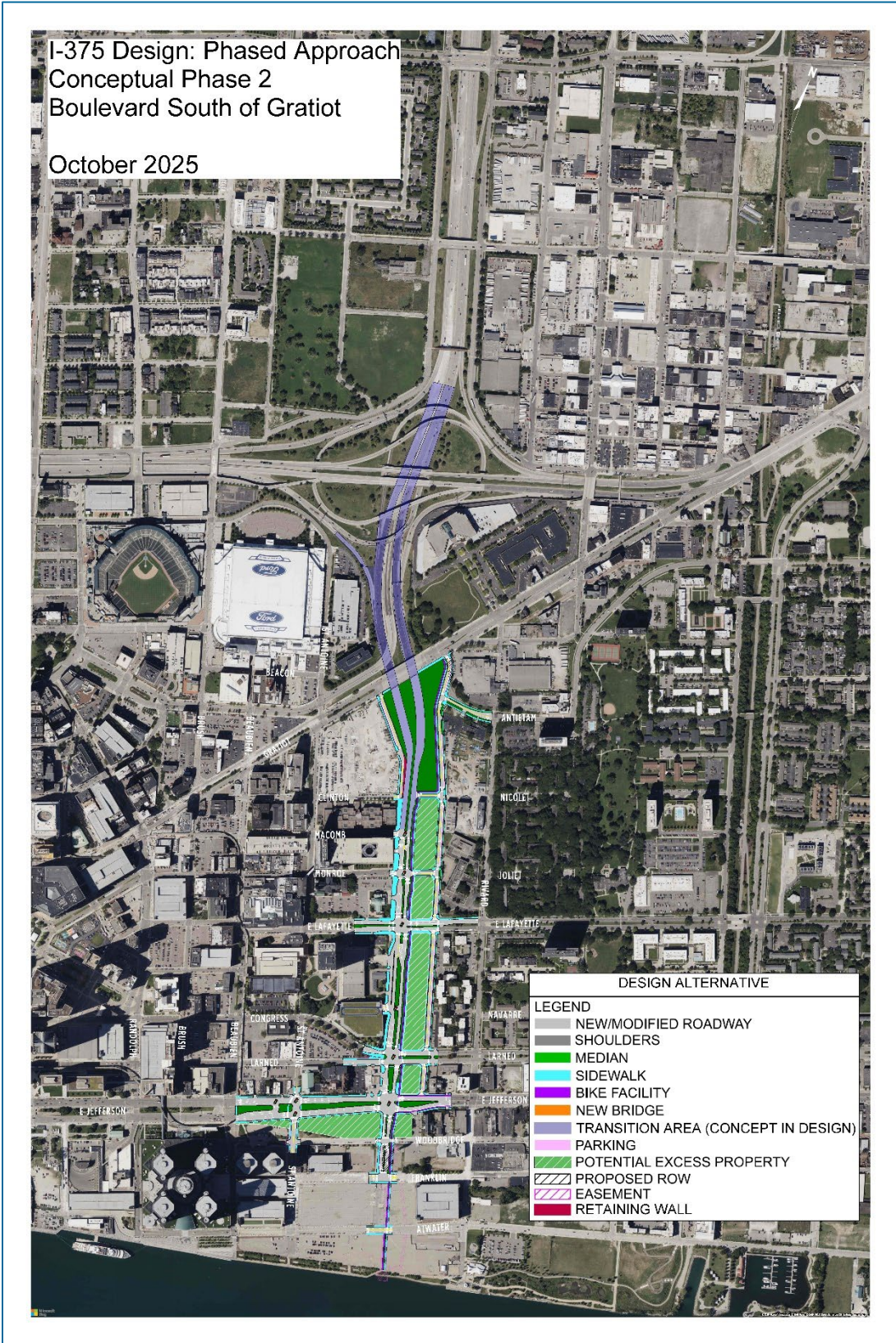
**VISIT THE PROJECT WEBSITE: [375DETROIT.ORG](https://375DETROIT.ORG)**



## APPENDIX B: PUBLIC MEETING MATERIALS

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# PROJECT ROLL PLOT



## APPENDIX C: COMMENTS

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**COMMUNITY MEETING VERBAL QUESTIONS AND COMMENTS**

| ATTENDEE QUESTION/COMMENT                                                                                                                                                                                                                                                                                  | PROJECT TEAM ANSWER/RESPONSE                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Previously, the plan included greater connectivity on the service drives going from the southeast to the northwest. Now it looks like that service drive work is postponed until the third phase, are we going to get it?</p>                                                                           | <p>Yes, that is correct. A future phase will include the interchange and the street network around Eastern Market.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| <p>At previous meetings, it seemed like MDOT was arrogant about this project, and now, that arrogance has gone away. With the project pause, it seems like MDOT really did listen to the community and is heading in the right direction, especially with the additional community engagement planned.</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| <p>At the March community meeting, will there be time for the community to add to and have affective input into the project’s design?</p>                                                                                                                                                                  | <p>Yes, there will be opportunities at the March meeting, and there are opportunities at this meeting as well. In the back of the room, there are roll plots where you can see the road design and lanes more clearly and leave your comments and input. There are also monitors showing a 3D model visualization of the new design and video flythroughs of the corridor.</p> <p>Additionally, there will be opportunities for the community to share their preferences for aesthetics, community enhancements including housing and community art, and other parts of the project outside of the road design. These community driven recommendations will be codified in the Framework Plan in a real, meaningful way.</p> |

**ATTENDEE QUESTION/COMMENT****PROJECT TEAM ANSWER/RESPONSE**

Is there a risk that the project will lose its federal funding due to the current administration's hostility to freeway removal projects? If the project loses its federal funding, will the project be able to continue? Are there other funding sources available?

Since there is a change to the project scope and schedule, the grant will have to go through the reassessment process with the federal government. The original grant award was \$104 million, and the remaining cost of the project would be paid using Rebuilding Michigan funds or bond funds. The federal grant can be used for up to 60% of the project costs, so the grant amount may go down depending on the final cost of the new phased approach.

Additionally, a separate FHWA approval for the phased approach is still needed and pending, so MDOT is working through that process.

This project was originally supposed to be about connecting people to the riverfront, not reconnecting communities or righting the past wrongs of urban renewal, and now it's evolved to no mention of reconnecting communities again because of the current federal administration. This is the Motor City, and we need an expressway system to get in and out of downtown and the surrounding areas. MDOT should do the storm sewer work, but leave the rest of the project alone, the community doesn't need this.

**ATTENDEE QUESTION/COMMENT****PROJECT TEAM ANSWER/RESPONSE**

How will routes from the lower east side of the project area to the medical center be impacted? Right now, it is a 10-minute drive from Lafayette Park, have impacts and alternative routes been shared with first responders for emergency situations?

MDOT has looked at maintenance of traffic concepts, but until the team is further into the design, MDOT won't have a lot of detail. What MDOT does know is that while the depressed part of the freeway is being filled in, traffic will utilize the Lafayette ramp southbound and the ramp at the north end of northbound Chrysler Dr. to re-access the freeway. Additionally, during construction, the service drives will be used to maintain access, the Lafayette bridge over I-375 will always be maintained, and Jefferson Ave. will always be open. Coordination with first responders is ongoing and will continue as the project moves forward. There will be additional routes to the hospital created by the project including via St. Aubin.

What is the current condition of our sewer system, and why are we planning to install a new system? MDOT should connect with Friends of the Detroit River, their work to help keep the river clean may be impacted.

Today, there is a combined storm sewer system, and during heavy storms and rainfall, the system can get overwhelmed, and untreated water backs up directly into the Detroit River. With the new storm sewer system, sanitary and storm water will be separate systems, so storm water will be separate and will flow directly to the river, while sewage will flow directly to the wastewater treatment plant.

Why is MDOT doing this project, what's the purpose?

This is an infrastructure project that will address the outdated infrastructure design, deteriorated bridges, and roadway.

| ATTENDEE QUESTION/COMMENT                                                                                                                                                                                                                            | PROJECT TEAM ANSWER/RESPONSE                                                                                                                                                                                                                                                                               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>Who is the architect for this project, and how will local contractors be included in this project?</p>                                                                                                                                            | <p>This is a progressive design-build project, so the final designer and contractors are AECOM and Dan's Excavating. There are small business opportunities as a part of the project. Dan's is working through those with local contractors, and more information can be provided at the next meeting.</p> |
| <p>Will property values go up or down?</p>                                                                                                                                                                                                           | <p>MDOT doesn't have an answer and cannot say with certainty whether property values will go up or down.</p>                                                                                                                                                                                               |
| <p>When people come into and out of downtown, they like having a freeway to move traffic faster. Without I-375, the commute to Jefferson and downtown will be slower.</p>                                                                            |                                                                                                                                                                                                                                                                                                            |
| <p>The connections between the Island View neighborhood and surrounding areas including Eastern Market feel very industrial and are not very welcoming. The bridge currently makes us feel disconnected and separated from the rest of downtown.</p> | <p>The existing bridge was built in the late 20's and was originally a railroad structure. The new proposed bridge will look and feel much different. The preliminary design for the bridge will be authorized soon. More design details and information will be available at future meetings.</p>         |
| <p>Is there a new project schedule?</p>                                                                                                                                                                                                              | <p>There is a high-level project schedule available now, and as the project moves further into design, a more detailed schedule will be available.</p>                                                                                                                                                     |

**COMMUNITY MEETING STANDARD COMMENT CARD**

**COMMENT**

The "Gratiot Connector" is horrible! It should not exist. Please get rid of it!

# The 375 Project Comment Card

## November 2025 Community Meeting

Name: Mitch Mantey

Date: 11/13/25

Organization: \_\_\_\_\_

Email Address: Mtchmantey@gmail.com

### Questions/Comments:

Write on the back or use additional pages if necessary.

The "Bridgit Connector" is  
horrible! It should not  
exist Please get rid of it!

**Thank you!**



## ONLINE COMMENT FORM

| COMMENT                                                                                                                                                                                                                                                                                                                                                                                            | ZIPCODE |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| I appreciate the change to a more pedestrian friendly streetscape. One request is that the new street design prioritizes planting street trees such that we get a true using canopy. Pear trees planted in tree pits will not suffice. We need a good deal of soil volume (perhaps using silva cells) to allow shade trees to adequately grow. Street trees will also naturally slow down traffic. | 48201   |
| This feels like a major step in the wrong direction. Getting rid of the I-75 interchange was the most important part of this project to me, as this separates Eastern Market from the surrounding neighborhoods.                                                                                                                                                                                   | 48216   |

## LIVESTREAM COMMENTS (YOUTUBE)

### COMMENT

Build a commuter rail

Bring back MiTrain

Can FHWA shut down the whole project?

Glad we're going forward on the neighborhood-side redesign

this interim southbound offramp looks extremely dangerous though

The city is not just for cars

No way. boooo

This freeway is utterly superfluous. get it out of here

We need a train

The car-brain in this city is so stupid and it is absolutely killing any investment in this city.

Gonna take you 20 more seconds to get to Jefferson!

## COMMUNITY MEETING DESIGN ROLL PLOT COMMENTS

| ROLL PLOT          | COMMENT                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Design Alternative | -Consider pedestrian safety at Gratiot and Dequindre Cut<br>-Traffic calming at Gratiot Connector and Gratiot                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Design Alternative | I-75 should not be an exit onto itself                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Design Alternative | As an Uber driver I can tell you this freeway makes traffic way worse. It also cuts off access to Eastern Market, discourages alternatives to driving, reduces pressure to develop surface parking lots, and artificially creates demand for duplicate parking spots<br><br>Ex: Lets say you drive downtown for an event at Ford Field. And have a game at LCA later that night. You wouldn't move your car, right? (between games)<br><br>But if you want to shop at Eastern Market and then have dinner at a downtown restaurant you are incentivized to move your car. So one car requires two spots |
| Design Alternative | Make this bridge less of a pedestrian-sore (Dequindre Bridge)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Design Alternative | Connect with strong towns Detroit                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Design Alternative | Enhance pedestrian experience over Gratiot Bridge                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Design Alternative | I support the proposal. This freeway was a major reason for downtown's decline (such as Hudson's closing). This will make the city more resilient                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Design Alternative | I would like to see a narrower street maybe 1 lane in each direction. I would also like to see transit laned and bike lanes. Development should occur on new parcels and NO PARKING LOTS!                                                                                                                                                                                                                                                                                                                                                                                                               |
| Design Alternative | Fewer lanes on the new boulevard would be good                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Design Alternative | East and west bike and ped crossing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Design Alternative | 16 screen movie theater and affordable water-works park                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

| ROLL PLOT          | COMMENT                                                                                                                                               |
|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| Design Alternative | Print company<br>Local bike shop<br>Black Bottom Museum                                                                                               |
| Design Alternative | I would like a better East/West bike connection across downtown                                                                                       |
| Design Alternative | This is not supportive of future connection and economic growth, this continued choice to ignore the community is an injustice. You should be ashamed |
| Design Alternative | More bus routes! And prioritize residents in the planning process because they are the experts                                                        |
| Design Alternative | Left two lanes are MI left for folks traveling south on Jefferson to get to Christ Church and Woodbridge<br><br>Plz :)                                |

If you require assistance accessing this information or require it in an alternative format, contact the Michigan Department of Transportation's (MDOT) Americans with Disabilities Act (ADA) coordinator at [Michigan.gov/MDOT-ADA](https://Michigan.gov/MDOT-ADA).