

**I-375 Alternatives Study**  
**Public Meeting #1 Summary**  
**February 13, 2014, 5:30-7:30PM**  
**Stroh River Place South Atrium**  
**300 River Place Drive**  
**Detroit, MI**

**Introduction**

Public Meeting 1 was an open house format with several presentation boards and accompanying project team members stationed around the atrium to engage and field questions from the public. Participants were encouraged to provide feedback in various ways such as engaging one-on-one with project team members, completing questionnaires at targeted stations, and submitting written comments. The meeting material was organized into five stations:

- Station 1: Introduction
- Station 2: Benchmarking
- Station 3: Vehicular Transportation/Transit
- Station 4: Pedestrian/Non-Motorized
- Station 5: Districts and Land Use

This document summarizes the written comments received as well as feedback received at Stations Three, Four, and Five of the open house.

Though approximately 135 members of the public signed-in to the meeting, according to the “where do you live + work?” board, 141 attendees participated. As shown in Figure 1, over half of the 141 participants live in or near the study areas. One quarter of attendees commute to work in or near the study areas, and 16 percent neither live nor work in the study areas.

**Figure 1: Attendee Profile**

<b>Proximity of housing and work to the Study Areas</b>	<b>Number of Attendees</b>
I live in or near the Study Areas	59 attendees
I live + work in or near the Study Areas	24 attendees
I work in or near the Study Areas but don't live there	36 attendees
I don't live or work in the Study Areas	22 attendees

**Written Public Comments**

Forty-nine written comments were submitted at the meeting, as summarized below:

- I-375 is largely viewed as a barrier between Lafayette Park and the CBD; however, opinions vary as to whether that barrier is a negative or positive for Lafayette Park. Some residents feel I-375 keeps undesirable traffic out of the neighborhood.
- Many are concerned regarding what will happen to traffic if I-375 is converted to a surface street, with several expressing a desire to leave the corridor as it is today. However, there are proponents that support the idea of converting I-375 to a boulevard.
- The public was generally positive about and receptive to the information presented at the meeting. Some stated that the information provided is very useful and appreciated the multiple ways participants were encouraged to provide feedback.
- Some felt the three station questionnaires were challenging to complete.
- There were a few references made to Hastings Street, Black Bottom, and Paradise Valley. One questioned where there will be a memorial to Black Bottom.

A complete list of comments is included in Appendix A

## Dot and Drawing Feedback Exercises

### ***Station 3 Feedback: Vehicular Transportation***

The public illustrated with the placement of dots on a presentation board (See Figures 2 and 3) their opinions related to four factors: locations of existing traffic congestion, locations of concern for vehicular safety, locations of poor roadway physical condition, and locations with a poor aesthetic experience.

As shown in Figure 2, a number of attendees felt there is both a congestion and safety issue along southbound I-375 between I-75 and Lafayette. A lesser number of attendees indicated both congestion and safety issues along Rivard between Lafayette and Antietam, at the terminus of the Gratiot Connector, and along southbound I-75 where it meets I-375.

As shown in Figure 3, there appears to be a belief that the visual appeal of the study areas is a more common concern than poor roadway conditions. There are 57 dots denoting visually unappealing areas and 31 representing poor roadway conditions. Most of the visually unappealing areas are near the Gratiot Connector but also throughout the Primary Study Area, especially at Larned Street, Lafayette Street, and the abandoned pharmacy building north of Woodward Academy on Rivard Street. Areas with poor roadway conditions are dispersed throughout the study areas.

### ***Station 4 Feedback: Non-Motorized Experience***

Meeting attendees identified areas of good and unsatisfactory pedestrian experiences in the I-375 study areas on a presentation board (See Figure 4). Locations with an unsatisfactory pedestrian experience were mainly identified within the study areas, especially at Jefferson Avenue, Larned Street, Lafayette Street, Monroe Street, Gratiot Avenue, and the Gratiot Connector. Areas with satisfactory pedestrian experiences were identified primarily beyond the study areas, especially in Lafayette Park, the Dequindre Cut, on Woodward Avenue and the riverfront.

Mapping Future Connections - Seventeen attendees participated in a mapping exercise that evaluated future connection opportunities. Connection between Eastern Market and Campus Martius emerged as common locations where participants indicated desire for improved non-motorized connections. Additional location pairs identified for include between Lafayette Park and Eastern Market, Eastern Market and the riverfront, and Eastern Market and Midtown.

### ***Station 5 Feedback: Safety***

Similar to Station 4, the public identified many more locations with a safe pedestrian experience beyond the study areas than within them. See Figure 4. Lafayette Park, especially Lafayette Street, and Rivard Street south of Lafayette, and the riverfront emerged as the safer pedestrian locations. Unsafe pedestrian locations were identified throughout the study areas. The 1401 Rivard Street building was overwhelmingly identified as a location with an unsafe pedestrian experience, as well as I-375 between Larned Street and Jefferson Avenue.

Figure 1: Roadway Congestion and Safety

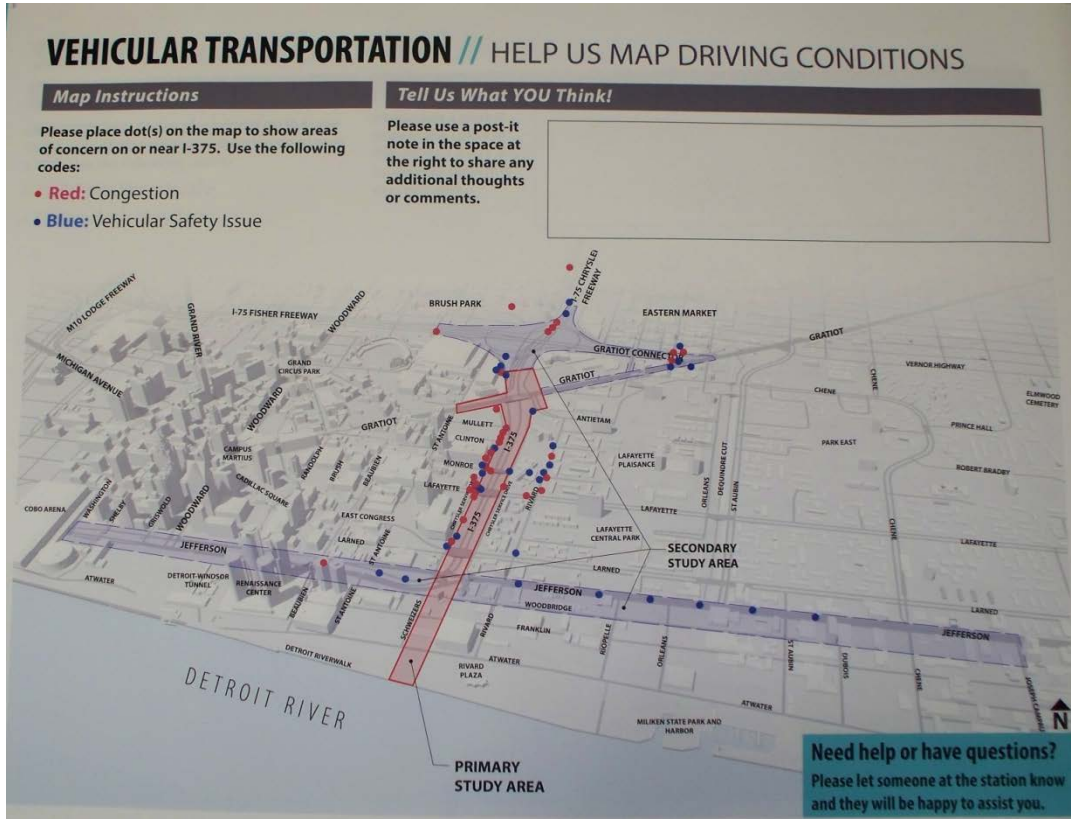


Figure 3: Roadway Condition and Aesthetics



Figure 4: Pedestrian Experience



Figure 5: Study Area Safety



## Questionnaire Results

Questionnaires were distributed at Stations 3, 4 and 5, which posed questions related to each of the three topic areas. These questions were identical to those delivered to the Advisory Committee, although represented a more limited set of questions. There were up to 65 total responses to each question, varying depending on the individual questions and station location. The responses to the questions were categorized as low < 2.5, neutral 2.5 – 3.5, and high >3.5. The complete results are included in Appendix B.

In general, the results found a strong diversity of opinion on many topics, as indicated by averages in the range of 2.5-3.5. In some cases these neutral averages were the result of strong opinions on each end of the spectrum, but more frequently indicate less strong opinions or agreement on the topic overall. The following is a summary of more notable findings:

- The perceptions of existing levels of congestion were somewhat neutral, as were responses to the effectiveness of the current corridor as a gateway to downtown. The average response related to the effectiveness of I-375 in serving business, residences and properties actually trended slightly positive.
- The desire for an improved experience for non-motorized travel along and across the corridor is strong, represented in the responses to several questions. The average for most questions related to improved non-motorized travel was greater than 4.0, indicating a moderately strong overall desire or agreement that this should be a key component of the future corridor.
- Overall, respondents indicated a willingness to make a small sacrifice in travel time along the corridor in order to meet other objectives (average of 4.0, indicating moderate to high willingness to make this sacrifice).
- Most respondents agreed that I-375 currently serves as a barrier between the CBD and Lafayette Park (average response of 4.0, indicating moderately strong agreement). When asked a follow-up question as to whether that barrier is a negative or positive attribute, respondents found it to generally be negative (average response of 2.3, indicating moderately negative).
- There was strong agreement for the need for direct riverfront access from the I-375 corridor, as measured in several questions.
- When asked if no land use changes should be considered along the I-375 corridor, the group strongly disagreed with the statement (average response of 2.0), although results were inconclusive as to the preference for what changes should occur.
- The need for the plan for the corridor to consider environmental factors, including noise and air quality, received the highest average response of the study at 4.6, indicating a high level of agreement.

# APPENDIX A

## I375 Alternatives Study

### Transcribed Comments from Public Meeting Comment Forms and Presentation Board Feedback

February 13, 2014 Stroh River Place South Atrium

#### Comment Forms

1. Bring it up to ground level mall over I-75 to Eastern Market, people drive by Eastern Market so bring I-75 to ground level. Open up Lafayette Park, Gratiot Avenue, and Beaubien to more development.
2. What will the project do for the community, small businesses, and the citizens? Will the people with the money be the major benefactors of the project? Will there be a memorial for Black Bottom?
3. Communication on the project should be improved.
4. Reconfigure I-375 to Hastings Street, 60 Row convert Brush and St. Anne to two-way. Redevelop Hastings Street/ old I-375 alignment to mixed use residential, commercial, retail development.
5. Great Job- Representatives were very helpful and informative. I loved the multiple sticker boards. They had them when Campus Martius was redesigned. It made it very easy for others to see where there are trends and strong opinions.
6. I-75 needs an exit west of I-375 before and/or after Woodward.
7. Graphic explanations were good but they all lean towards filling in and that's awful. Real engagement is needed, this wasn't it.
8. Fill in I-375 and make it a boulevard with bike lane in the center. Make Jefferson Avenue a boulevard; it will make for a better pedestrian and driving experience. This was great! I'm excited to see what happens. As an urban planner and resident of Lafayette Park I'm invested in what happens. Streetmix.org is a great way to allow citizens to design streets, bike lanes, etc.
9. Keep the conversation going.
10. Great process. I appreciate the multiple and diverse opportunities to provide input. Make I-375 surface streets, especially the Gratiot Connector and focus on pedestrian accessibility.
11. There should be more involvement from those of us who use the neighborhood.
12. This was a useful meeting; need others like it. The questionnaire had many confusing and misleading questions. "Barrier" Concept – It helps protect the neighborhoods, which those of us who live by think is a positive. But it may be a barrier in other senses.
13. More pedestrian use is needed.
14. I live in 1300 East Lafayette Co-op which is in the study area. I spoke with a representative from MDOT regarding the fact that 1300 does not currently have a representative on the Advisory Committee. He mentioned that it may be possible for 1300 to have representation. I would like to request additional information on how to make that happen. Please contact me [contact information redacted].
15. I would like to see an entry way to the freeway systems maintained for the I-375 corridor. I enjoy walking around the area but need access to the freeways for my employment.

16. I am in support of alternate land uses and the greening of the area. You need to be creative in how you connect Lafayette Park to keep retail and hotels out. You need to try to connect Eastern Market to downtown, Lafayette Park, the riverfront, the Dequindre Cut, and Grand Circus Park.
17. Fill it in!
18. Everything is fine the way it is! Motorists need the freeway to get to the downtown area with all of the traffic that is and will take place. Create another walkway for the people opposite of I-375.
19. What does the mayor think about the governor's idea to bring a PANDA to Detroit. I think this is a great idea. [contact information redacted]
20. If it could be a park or nice boulevard I could support it.
21. Any action to end the suburbanization of Detroit is a plus. End cul-de-sacs and strip malls. Stop catering to autos. Hopefully MDOT/City are contemplating designing the Fisher Freeway between Brush Street, Grand and River Avenue, and I-94 between Brush Street and Third Avenue.
22. I never use I-735. I come to the city three to four days per week for work and I-75 is always backed up so I take the lodge. Every time I do try to exit the city on 75 I can never figure out how to get on!
23. This was a good start! I'm excited for the next steps! This was a good experience!
24. It looks like you have a wonderful process set up. I enjoyed the information.
25. I did like the station that showed the before and after of cities like Cincinnati and Boston. Bring back Black Bottom. Since it was destroyed, a portion should be reinstated.
26. Thank you for this meeting. It was well presented and informative.
27. I was very impressed with the layout of the event. I am most interested in the housing and employment opportunities.
28. A win-win solution would be pedestrian plazas over I-375 similar to the one in Oak Park over I-696. The community remains intact and the traffic is not hindered. Bike paths are adding vitality to the city – great seeing people out and about.
29. I enjoyed the open format that identified the options. Connect downtown, Eastern Market, and the riverfront to encourage density and development.
30. Thanks for this opportunity – this has great potential, as a 38 year Lafayette Park resident, I have great hope! Somehow balance the needs of residents, the Greektown casino, and now three stadia, and the massive congestion at almost all I-375 exits. Do that with greenways and bikepaths to clear access to Eastern Market and the riverfront. I'm happy!
31. Dumping more vehicular traffic onto surface streets is not desirable. Make I-375 into a tunnel similar to the one under Cobo Hall with greenway on top rather than buildings.
32. My concern is for the people who live in that area. For example, if a member of the community does not want to move to "make way for improvements" I do not feel that he/she should have to. Energy efficiency, cost effectiveness, good and productive land use should be promoted. The development should have small shops and should be kid friendly.
33. Informative of conceptual design, good incorporation of past, present, and future ideas. Should have artist renderings of I-375 compared with other cities with similar construction projects. This meeting brought more clarity around conceptual designs.
34. I like I-375 as it is. I have a sense of comfort and safety, and it has easy access. Repair it.

35. Good presentation of initial studies. Continue to keep the public informed.
36. Leave as is. Use money to rebuild I-375 as is.
37. Looks good. More retail and entertainment space. More light-rail, etc.
38. I believe that Paradise Valley should return in a sustainable community. [contact information redacted]
39. The new road should not be too wide. Two lanes in each direction, max. Short blocks with lots of places to cross. Complete the grid!
40. I-375 should be preserved and the surrounding areas should be developed as walkways and greenspace. Rapid transit should be available in the area and connect to main streets such as Grand River, Jefferson, and Woodward.
41. This was a very thorough presentation. I hope to get more information on public transit.
42. Redo Chrysler to the Fisher Freeway. Bring Hastings Street back.
43. I like what I see. It's a lot to take in. I want to see more pedestrian and like uses and connections for neighborhoods to downtown.
44. Leave I-375 "as is." There are too many events downtown to force traffic top-side. There are plenty of pedestrian thoroughfares there.
45. It would be nice to enter water.
46. I used to live on Macomb between Hastings and Rivard and my family had to move to make way for I-375. Now the "Powers that Be" have decided that they no longer need I-375 so they want to upset another generation of people who have gotten used the convenience of I-375. I think I-375 is now necessary because of the traffic that we have in the evenings and mornings and when we have events in the city. It is a quick way to exit Detroit.
47. Since billionaire Dan Gilbert wants this project he should contribute 50% of the local costs to the local neighborhood improvements under the Detroit Future City plan. \$50 million would turn a neighborhood around.
48. I'm excited about the idea of removing I-375. Don't let them widen I-94. I was under the impression that there would be renderings of the I-375 alternatives. I'm looking forward to those.
49. More trees to keep the green aspects of Lafayette Park. Bikers should have separate pathways.

#### Station Feedback: Station 3 Vehicular Transportation

1. If I-375 is to be filled (ideal) – it could be replaced with a multi-lane boulevard and BRT with bike lanes.
2. I live in Lafayette Park and am delighted with the opportunity, but I don't see how we can get home(coming on I-375) if the freeway is filled in now with three stadia with people needing to access major traffic all at Lafayette or nearby. This is exciting!
3. If I-375 must remain, it would be best to cover it – better connect the east side with Downtown.
4. Consider street level noise for nearby neighborhoods. The depressed freeway does have a positive aspect in that regard. Tear down the old pharmacy building.



Question #	Question	Scale	Rating					Total Responses	N/A	Average Rating
			1	2	3	4	5			
1A	How would you characterize traffic conditions along the I-375 corridor today during the morning or evening rush hours?	<<Little Congestion...Heavy Congestion>>	3	6	20	16	12	57	6	3.5
1B	How would you characterize traffic conditions along the I-375 corridor today during weekend evenings?	<<Little Congestion...Heavy Congestion>>	8	12	25	9	5	59	4	2.8
1D	Please indicate your level of agreement with this statement: <i>Generally, the existing I-375 corridor provides good access and connectivity to my residence, business or property.</i>	<<Strongly Disagree...Strongly Agree>>	7	3	13	11	20	54	6	3.6
1E	From your perspective, please rate the following roadway system characteristics of an improved I-375 in terms of level of importance on a scale from 1 (least important) to 5 (most important) :									
1E(1)	Wayfinding	<<Least Important...Most Important>>	8	7	13	8	11	47	13	3.1
1E(2)	Travel Speed/Time	<<Least Important...Most Important>>	7	12	14	4	12	49	14	3.0
1E(3)	Accommodating Pedestrian Movement/Safety	<<Least Important...Most Important>>	6	2	3	7	32	50	13	4.1
1E(4)	Accommodating Bicycle Movement/Safety	<<Least Important...Most Important>>	6	6	10	10	20	52	11	3.6
1E(5)	Vehicular Safety	<<Least Important...Most Important>>	3	8	10	7	24	52	12	3.8
1E(6)	Better Access to Riverfront	<<Least Important...Most Important>>	5	5	13	18	14	55	9	3.6
1E(7)	Better Access to Central Business District	<<Least Important...Most Important>>	4	5	8	16	20	53	8	3.8
1E(8)	Better Transit Access	<<Least Important...Most Important>>	7	6	4	9	24	50	14	3.7
1F	Please indicate your level of willingness to make some sacrifice in travel time/speed in order to improve some other transportation functions of the corridor, as identified in question 1E.	<<Low (very unwilling)...High (very willing)>>	3	2	11	17	24	57	2	4.0
2A	Characterize your current experience of walking or biking <i>along</i> the I-375 corridor (north-south).	<<Strongly Negative...Strongly Positive>>	19	20	10	4	3	56	12	2.1
2B	Characterize your current experience of walking or biking <i>across</i> the I-375 corridor (east-west) along streets such as Jefferson, Larned, Lafayette and Gratiot.	<<Strongly Negative...Strongly Positive>>	14	25	10	9	4	62	5	2.4
2C	If you answered 1 or 2 (negative/strongly negative) to either question 2A or 2B, please check the reasons below why you feel it is a negative experience (check all that apply):									
2C(1)	Concern for personal safety	Check all that apply	41						27	60%
2C(2)	Poor sidewalk/roadway condition	Check all that apply	42						25	63%
2C(3)	Lack of activity (other pedestrians)	Check all that apply	33						33	50%
2C(4)	Long distances between destinations	Check all that apply	28						38	42%
2C(5)	Poor aesthetic environment	Check all that apply	39						28	58%
2D	Please indicate your level of agreement with this statement: <i>Designing the future I-375 corridor for a walking or biking experience is important for the corridor .</i>	<<Strongly Disagree...Strongly Agree>>	1	5	5	14	41	66	1	4.3
3A	Please indicate your level of agreement with this statement: <i>My experience in the corridor would be enhanced through improved transit options along the I-375 corridor, such as a service along the corridor connecting the riverfront to Eastern Market and/or Midtown.</i>	<<Strongly Disagree...Strongly Agree>>	2	3	7	16	31	59	1	4.2
3B	Please indicate your level of agreement with this statement: <i>My experience in the planning area would be enhanced through improved walking/biking connections across the I-375 corridor to existing transit services.</i>	<<Strongly Disagree...Strongly Agree>>	6	2	5	8	36	57		4.2
4A	Please indicate your level of agreement with this statement: <i>The I-375 corridor today has a unique sense of place.</i>	<<Strongly Disagree...Strongly Agree>>	17	4	10	6	8	45	5	2.6

Question #	Question	Scale	Rating					Total Responses	N/A	Average Rating
			1	2	3	4	5			
4B	Please indicate your level of agreement with this statement: <i>I-375 today acts as a barrier between adjacent districts/neighborhoods (including the Central Business District, Lafayette Park, Eastern Market and the East Riverfront).</i>	<<Strongly Disagree...Strongly Agree>>	5	3	7	7	28	50	0	4.0
4C	If you answered "4" or "5" to question 4B (agree/strongly agree), please indicate whether you view I-375 acting as a barrier as a positive or a negative for the adjacent districts / neighborhoods.	<<Strongly Negative...Strongly Positive>>	15	11	5	4	4	39	11	2.3
5A	As a driver or passenger in a vehicle, characterize your sense of personal safety when traveling within the I-375 corridor.	<<Very Unsafe...Very Safe>>	2	9	19	9	16	55	4	3.5
5C	Please indicate your level of agreement with this statement: <i>Increased development and increasing the number of pedestrians and bicycles within the I-375 corridor would improve personal safety.</i>	<<Strongly Disagree...Strongly Agree>>	4	3	5	11	42	65	3	4.3
6A	How would you characterize the impact the current physical condition of the I-375 corridor has on the value of your residence, business or property?	<<Strongly Negative...Strongly Positive>>	10	7	18	6	4	45	5	2.7
6B	Please indicate your level of agreement with this statement: <i>The I-375 corridor provides an effective, positive gateway to the greater downtown area.</i>	<<Strongly Disagree...Strongly Agree>>	14	14	7	5	8	48	2	2.6
6C	Please indicate your level of agreement with this statement: <i>Improvements to the I-375 corridor could encourage me to further invest in my residence, business or property.</i>	<<Strongly Disagree...Strongly Agree>>	2	2	8	14	12	38	12	3.8
7A	Please indicate your level of agreement with this statement: <i>No changes in land use should be considered along the I-375 corridor.</i>	<<Strongly Disagree...Strongly Agree>>	25	8	8	7	1	49	1	2.0
7C	Please indicate your level of agreement with this statement: <i>If new residual land is created in the I-375 right of way, The residual land not necessary for the reconfigured I-375 corridor should be developed as a "Greenway", a landscaped corridor accommodating only non-motorized travel.</i>	<<Strongly Disagree...Strongly Agree>>	4	2	8	14	16	44	6	3.8
7E	Please indicate your level of agreement with this statement: <i>The residual land not necessary for the reconfigured I-375 corridor should be developed for housing/residential.</i>	<<Strongly Disagree...Strongly Agree>>	4	5	17	12	6	44	6	3.3
7F	Please indicate your level of agreement with this statement: <i>Any residual land for development would be more conducive to commercial development (office, retail) rather than residential development.</i>	<<Strongly Disagree...Strongly Agree>>	4	7	10	12	10	43	7	3.4
8B	Characterize the potential for new business attraction/development nearby the I-375 corridor if improved access were provided (i.e. East Riverfront, Eastern Market/Gratiot).	<<Strongly Negative...Strongly Positive>>	2	4	10	13	28	57	5	4.1
8C	Please indicate your level of agreement with this statement: <i>Improved wayfinding (signage or intuitive routing) within the I-375 corridor is important to encourage new business attraction to the area.</i>	<<Strongly Disagree...Strongly Agree>>	0	2	18	16	19	55	7	3.9
9A	Please indicate your level of agreement with this statement: <i>It is important for the I-375 corridor to design for open space, and if possible, to contribute to the open space system in Detroit.</i>	<<Strongly Disagree...Strongly Agree>>	6	8	10	14	25	63	3	3.7
9B	Please indicate your level of agreement with this statement: <i>It is important for connections to be made between the I-375 corridor and adjacent existing and proposed non-motorized systems.</i>	<<Strongly Disagree...Strongly Agree>>	4	2	9	15	33	63	5	4.1
9C	Please indicate your level of agreement with this statement: <i>It is important for there to be a direct connection between the I-375 corridor and the riverfront.</i>	<<Strongly Disagree...Strongly Agree>>	3	2	13	11	34	63	5	4.1

Question #	Question	Scale	Rating					Total Responses	N/A	Average Rating
			1	2	3	4	5			
10A	Please indicate your level of agreement with this statement: <i>It is important that any improvements to the I-375 corridor consider environmental issues, such as noise pollution and air quality.</i>	<<Strongly Disagree...Strongly Agree>>	0	1	9	8	47	65	3	4.6
10B	Please indicate your level of agreement with this statement: <i>I would support the use of a portion of the I-375 corridor area for regional storm water management, such as an open drain, or covered detention /water feature.</i>	<<Strongly Disagree...Strongly Agree>>	12	1	12	11	21	57	11	3.5

- Low Range (<2.5)
- Neutral Range (2.5-3.5)
- High Range (>3.5)