Your Guide To The I-94 Public Hearing and Draft Supplemental Environmental Impact Statement

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Information about Upcoming Public Hearings on Oct. 10, 2019 **Map of Proposed Modifications**

How Community Input was Used to Modify the Project Design



The I-94 Modernization Project: Then And Now

Early Project History I-94 in Detroit.

Nearly 30 years ago, MDOT recognized the need to reconstruct

In the 1990s. the department conducted an extensive **Environmental Impact Statement** (EIS) aimed at (among other things) building

community consensus on how to

repair I-94.

Record of Decision (called the Approved Selected **Alternative or ASA)** that approved:

In 2005, the Federal Highway Administration issued a

- Reconstruction of 6.7 miles of the freeway in Detroit from the
- I-94/I-96 interchange to east of Conner Avenue. Improving 67 bridges and six railroad overpasses.
- New interchanges at I-94/M-10 (Lodge Freeway) and I-94/I-75.
- Elimination of left-lane exit and entrance ramps.
- Continuous I-94 service drives from Conner Avenue to Trumbull

Preparing an SEIS

In 2017, MDOT announced plans to prepare an Supplemental Environmental Impact Statement (SEIS) to study alternatives proposed by stakeholders that focused

- Using existing city streets as local connections instead of building new, continuous service drives adjacent to the freeway as proposed in the original plan.
- Modifying local access ramps to and from I-94, M-10 and I-75. Adding Completed Streets bridges to provide multi-modal access,
- making them user-friendly for cars, bikes and pedestrians with wider walkways/paths separated from traffic and landscaping. The **SEIS** considers the impacts of changes and/or planned

improvements to the project. It also reviews the purpose

taking into consideration the need for fast, safe

and efficient transportation, public services, and

and need for improvements and describes the alternatives that were considered. "The goal is to ensure that final decisions on the project are made in the best overall public interest,

eliminating or minimizing adverse effects," said Terry Stepanski, P.E., I-94 senior project manager. During the **SEIS** process, an analysis of effects on minority and low-income populations and the indirect effects of the

project also were studied, along with alternatives proposed

by stakeholders to improve local connectivity and mobility

for the residents of Detroit.

"The I-94 team has analyzed the project's effects on community services, traffic through

neighborhoods, noise and vibration impacts, and aesthetics," Stepanski

What's Happening

Now that a Draft Supplemental Environmental Impact Statement (DSEIS) has been prepared, a Notice of Availability (NOA) has been

published, and the draft is being circulated. (See "Where Can I Find and Comment on the DSEIS?" on the back page.) Two public hearings to gather public and agency comments on the DSEIS will take place on Thursday, Oct. 10. (See the back page for locations and details.)

"At the public hearing, there will be a lot of information about the content of the DSEIS and staff on hand to answer questions, so we encourage everyone to participate," said Stepanski. "We look forward to meeting with you and hearing your thoughts."

Thank you for your help! From Kim Avery, Metro Region Engineer

More than two years ago, when our I-94 Modernization Project team began creating a Draft Supplemental Environmental Impact Statement (DSEIS), we reached out to you for help. Our goal from the start was to modify the original project design in ways that would:

· Provide increased neighborhood connectivity and mobility, and Decrease the impacts to local properties, businesses, recreation areas and historic resources.

We knew that hearing from the people who live, work and play along the I-94 corridor from the I-94/I-96 interchange to just east of Conner Avenue was essential if we wanted to get it right. Today, we can't thank you enough because our call for help did not go unanswered:

Many of you, **community members** from throughout the project corridor, expressed your thoughts and concerns, helping us make important decisions such as whether one- or two-way service drives would promote neighborhood safety and connectivity.

Members of the I-94 Project Local and Government **Advisory Committees** served as our sounding board for new ideas, brought us feedback from their neighborhoods and agencies and continue to serve as project ambassadors.

The City of Detroit collaborated with us in a series of workshops to help us incorporate ideas for minimizing property impacts, accommodating multi-modal traffic and retaining local bridges for better cross-freeway connections.

Detroit City Council members and their staff in Districts 3, 4, 5 and 6 connected us with neighborhood leaders and organizations and hosted district-wide resident roundtable meetings. Staff from the City of Detroit Department of **Neighborhoods** also helped gather valuable input.

Many community organizations and neighborhood groups - large and small along all parts of the corridor invited us to their meetings or sat with our team to share their perspectives. Still others offered the use of their facilities for our open house public meetings.

We thank all of you – and we are eager to see this collaboration continue. Please read this newsletter for more about the DSEIS and, most importantly, how you can share your feedback with us.

In addition, we invite you to keep attending project meetings – whether for ongoing I-94 bridge replacement projects like those currently underway at Brush Street, French Road and Concord Avenue, or those regarding next steps for the project overall.

At MDOT, we believe that if we work together, success is within our grasp. We look forward to working together with you to make the Detroit I-94 Modernization Project a

Please keep in touch!

The SEIS Process— From Draft to Final

Environmental Impact Statement. or SEIS, reviews the findings of an existing **Environmental Impact** Statement, or EIS.

An EIS is required by the National **Environmental Policy** Act of 1969 (NEPA) for projects with major impacts on the natural and human environment.

An SEIS allows agencies and the public to consider the impacts of significant changes and/or planned improvements to a project for which the NEPA process had previously been completed. Project changes and planned improvements will be examined in light of major changes in surrounding communities and changes in impact to the natural and human environment.

2017

Notice of Intent (NOI)

An NOI is widely

published and signals the initiation of the environmental review process. The NOI announces that an SEIS, which supplements the Final EIS that was prepared in 2004, is necessary because changes to the project have been proposed that may result in impacts not evaluated in the 2004 Final EIS.

DSEIS, 45-day Public Comment Period and Public Hearings

2019

A Draft Supplemental Environmental Impact Statement (DSEIS) is prepared. which focuses on the proposed changes. Once it is complete, a Notice of Availability (NOA) is published in the Federal Register to announce a 45-day public comment period and public hearing(s) (we're having two!) to solicit input from all stakeholders. In addition to the Federal Register listing, the date, locations and times of the public hearings will be announced through local and social media, public outreach and the project website.

2018

During the public comment period, copies of the DSEIS are available for review at locations throughout the project area. (See "Where Can I Find the DSEIS?" on side 2.) It is also online at I94Detroit. **org.** This gives everyone time to review the document before and after the public hearings.

Public Hearings Explained

What is a public hearing?

A public hearing is a **more formal event than a public meeting.** Held prior to key project decision points, public hearings gather comments and positions from all community stakeholders for the public record and input into decisions. Public hearings are required by the **Federal Highway** Administration (FHWA) and are held by the organization sponsoring the project— in this case, MDOT.

What will happen at the public hearing?

At the public hearing:

The public will be provided an opportunity to share comments.

- The DSEIS will be available for review.
- A certified court reporter will be on hand to record comments shared both publicly during the open mic period and privately in one-on-one
- The first part of the hearing will provide an opportunity to view displays and speak one-on-one with project team members to ask questions.
- The public will then be invited to the microphone to make comments.
- All who wish to speak will be asked to fill out a speaker request form.

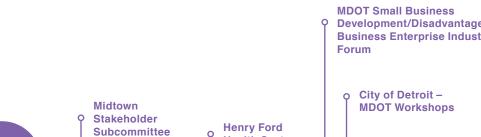
 The court reporter will remain available after the open mic to record comments in private for the record.

With advance notice of seven days, accommodations can be made for persons with disabilities and/or limited English-speaking ability, and persons needing auxiliary aids or services of interpreters, signers, readers, or large print. Call Anita Richardson at 517-335-4381 to make an accommodations request.

The Importance of Public Engagement

From the start of the SEIS process, the I-94 project team sought out voices from across the community. This timeline includes many of the meetings the team hosted or participated in to hear thoughts, concerns and ideas for modifying the project to meet community needs and preferences. It includes meetings of the I-94 Local and Government 2017 Advisory Committees (I-94 LAC-GAC). These groups, made up of project-area community members and representatives from local and regional government agencies, served both as project advisors and ambassadors assisting MDOT throughout the two-year SEIS process. All comments were considered and much of what we heard is reflected in the modified design called the Approved Selected

Alternative with Modifications (ASAM).



Wayne State

University

Advanced

Update

Bridges Project

City of Detroit

Quarterly Task

Business Enterprise Industry Community Fair Henry Ford **Health System**

I-94 Residents

Roundtable

Councilma

Scott Benson

I-94 LAC-GAC

New Mt. Carmel Tabernacle ○ I-94 LAC-GAC Lunch and Learn Webinar

District 6 Communit

Department of

Neighborhoods

Resource Fair Mayor's

I-94 LAC-GAC Corridor Bus Tour















Open House

2018

Reconstruction with President Pro Tempore Mary Sheffield

2020

Combined Final SEIS and

Record of Decision (ROD)

After circulation of the DSEIS

and agency involvement and

that will be incorporated into

describes mitigation measures

the project. The Final SEIS also

documents compliance with all

other applicable environmental

The ROD is the final step in the

environmental review process.

decision, summarizes mitigation

measures to be incorporated into

approvals to be made, including

the project, and allows further

securing project funding for

construction.

It presents the basis for the

laws and executive orders.

and consideration of comments

received, a Final SEIS is prepared.

This document summarizes public

of Detroit and Vicinity

General Motors

of Baptist

Riverbend

Community

Pastors

I-94 LAC-GAC Meeting and **Gratiot Bridge**

I-94 Public Ope





Chadsey-Condon I-94 Residents Roundtable with Community Organization Councilman Andre Spivey **Safety Committee** I-96/I-94 Interchange Community Leaders

City-wide Workforce

Development Taskforce with

Council President Brenda Jones

Gratiot Avenue Bridge Construction Open House CHURCH

Chene Street Bridge

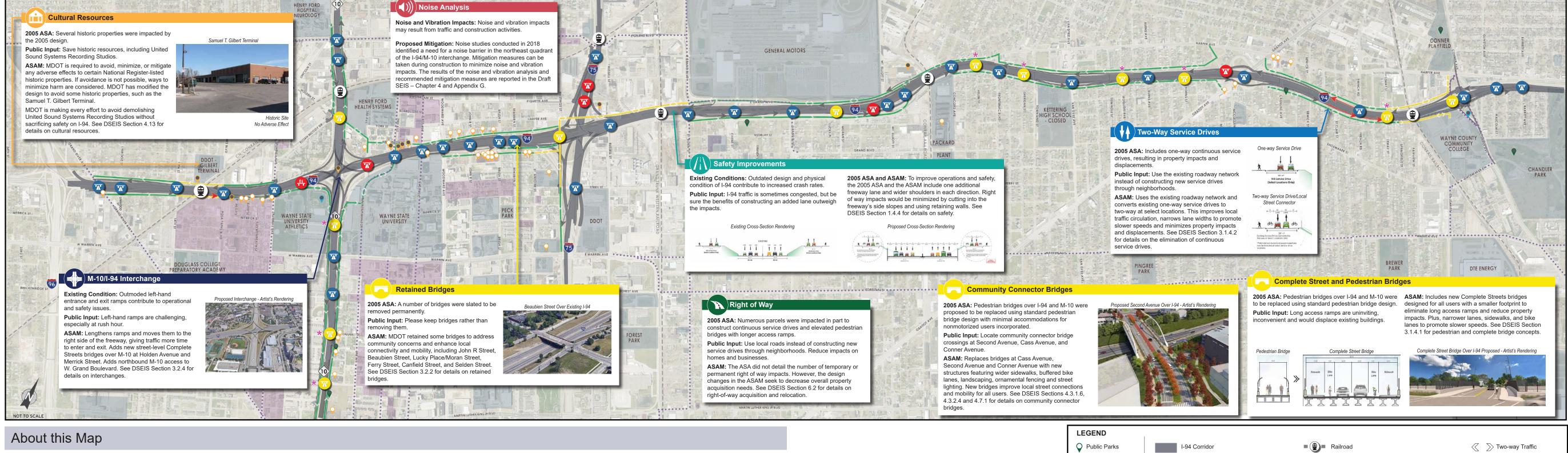
Eastside Community Precinct 5 Community Council Meeting

University Prep Academy

I-94 Modernization Project

How did MDOT engage the community in decision-making?

I-94 Modernization Project | Preferred Alternative



The information on the map will tell you about:

- The design of the 2005 Approved Selected Alternative, or ASA.
- Public input from the community about how the 2005 ASA could be improved
- The modifications MDOT made to the 2005 ASA based on public input, called the Approved Selected Alternative with Modifications, or ASAM

The ASAM reduces community impacts by:

- Minimizing relocations
- Increasing connectivity and mobility

The ASAM is MDOT's preferred alternative. FHWA will also need to approve the ASAM

Public Hearings: Date, Times and Locations

Thursday, Oct. 10, 2019

Detroit Historical Museum

5401 Woodward Ave. Detroit, MI 48202

9 a.m. – 1 p.m. Stop in any time!

Formal Public Hearing begins at 11:30 a.m.

Special Accommodations

With advance notice of seven days, accommodations can be made for persons with disabilities and/or limited English-speaking ability, and persons needing auxiliary aids or services of interpreters, signers, readers, or large print. Call Anita Richardson at 517-335-4381 to make an accommodations request.

Thursday, Oct. 10, 2019

Wayne County Community College District - Eastern Campus

5901 Conner Ave. The Cooper Room Detroit, MI 48213

<u>4 – 8 p.m.</u> Stop in any time!

Formal Public Hearing begins at 6:30 p.m.

Adaptaciones Especiales

Se pueden hacer adaptaciones para personas con necesidades especiales y capacidad limitada para hablar inglés. Materiales impresos en grande, ayudas auxiliares o servicios de intérpretes, personas que hablan el lenguaje de señas o lectores están disponibles bajo solicitud previa. Para hacer una solicitud, comuniquese con Anita Richardson por teléfono al 517-335-4381 o por correo electrónico a richardsona13@michigan.gov al menos siete

días antes de la reunión.

التسهيلات الخاصة

مكن إجراء تسهيلات خاصة للأشخاص ذوى الإعاقة والقدرة المحدودة على التحدث باللغة الإنجليزية. تتوفر المواد المطبوعة بأحرف كبيرة و المساعدات الإضافية و خدمات المترجمين الفوريين أو مترجمي لغة الإشارات أو لقراءة النص عند الطلب. لتقديم الطلب، اتصل بـ أنيتا ريتشاردسون عبر الهاتف على الرقم 4381-335-517 أو عبر البريد الإلكتروني على العنوان @RICHARDSONA13 MICHIGAN.GOV وذلك قبل الإجتماع بسبعة أيام على الأقل.

Where Can I Find and Comment on the DSEIS?

Here are the DSEIS Review Locations You may review a paper copy of the DSEIS at any of the community locations listed below, or see it on the project website at I94Detroit. org. So that everyone has the opportunity to review the document, paper copies may not be removed from their designated locations.

Hard copies can be found at these locations

- 1. Divie B. Duffield Detroit Public Library 2507 W. Grand Blvd., Detroit, 48208
- 2. I-94 Project Office
- 3031 W. Grand Blvd., Detroit, 48202
- 3. Alkebu-lan Village Community Center 7701 Harper Ave., Detroit, 48213
- 4. Chandler Park Detroit Public Library
- 12800 Harper Ave., Detroit, 48213 5. Douglass Detroit Public Library
- 3666 Grand River Ave., Detroit, 48208
- 6. Wayne County Community College Eastern Campus 5901 Conner Ave., Detroit, 48213

OFF MAP

The Matrix Center 13560 E. McNichols Road, Detroit, 48205

MDOT Detroit Transportation Service Center 1060 W. Fort St., Detroit, 48226

MDOT Lansing Office 425 West Ottawa St., Lansing, 48909

Guidelines for Submitting Comments

You may comment on the DSEIS anytime during the 45-day public comment period beginning Saturday, Sept. 14, and ending Monday, Oct. 28, 2019. Written statements and comments can be mailed

All statements and comments sent by

U.S. mail must be postmarked no later

than Oct. 28, 2019. E-mailed comments must be received by the same deadline.

Written statements and comments may also be submitted at any time during the public hearings on October 10, 2019.

MAIL:

Historic Sites

Impact

○ No Impact

Terry A. Stepanski, P.E. (B220) I-94 Modernization Senior Project Manager Michigan Department of Transportation P.O. Box 30050 Lansing, MI 48909

E-MAIL:

MDOT-I94Comments@Michigan.gov

Questions?

Existing Bridge Connection to be Retained

Removed Bridge Connection

Proposed Bridge Connection

If you have questions or need more information, please contact:

Pedestrian Bridges Converted to Complete Streets

Local Street Connectors

New Local Street Connectors

Existing Bike Lane/Bike Path

Ruth Hepfer Environment/Right-of-way Specialist Michigan Division, Federal Highway **Administration**

315 W. Allegan, Room 201 Lansing, MI 48933 ruth.hepfer@dot.gov 517-702-1847

Terry Stepanski I-94 Modernization Senior Project **Michigan Department of**

Transportation

425 W. Ottawa Street Lansing, MI 58933 MDOT-I94Comments@Michigan.gov 517-241-0233

Proposed On/Off Ramp

Existing On/Off Ramp

