



I-94 MODERNIZATION PROJECT

PUBLIC HEARINGS

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IN THE MATTER OF: DRAFT
SUPPLEMENTAL ENVIRONMENTAL IMPACT
STATEMENT, ET AL, PUBLIC COMMENTS

October 10, 2019

Prepared by



depos@networkreporting.com
Phone: 800.632.2720
Fax: 800.968.8653
www.networkreporting.com

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STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION

In the Matter of:
Draft Supplemental Environmental Impact Statement and
Section 4(l) Evaluation I-94 Modernization Project in
Detroit from I-96 to Conner Avenue

/

PUBLIC HEARING

5401 Woodward, Detroit, Michigan
Thursday, October 10, 2019, 11:30 a.m.

APPEARANCES: NATE FORD
Hearing Moderator
MARGARET BARONDESS
Appearing for MDOT

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1 Detroit, Michigan

2 Thursday, October 10, 2019 - 11:30 a.m.

3 MS. BARONDESS: Good morning everyone. My name is
4 Margaret Barondess, and I'm the Manager of the Environmental
5 Services Section at the Michigan Department of
6 Transportation. On behalf of MDOT, I'd like to welcome you
7 to this public hearing for the I-94 Modernization Project
8 Draft Supplemental Environmental Impact Statement. This
9 hearing is being conducted in accordance with Federal
10 Highway Administration and MDOT public hearing procedures.

11 The I-94 Modernization Project is located from
12 east of the I-94/I-96 interchange to east of Conner Avenue.
13 It's also along M-10 from Martin Luther King Jr. Boulevard
14 to Seward Avenue. And along I-75 from Warren Avenue to
15 Custer Street in Detroit, Wayne County, Michigan.

16 The Draft Environmental Impact Statement,
17 considers the impacts of changes or planned improvements to
18 the project. It also reviews the purpose and needs, in
19 other words, why are we doing this, why here, and why now.
20 It describes the alternatives that were considered.

21 Before introducing today's moderator, I'd like to
22 acknowledge some key people who have been involved in this
23 decision making process. First I'd like to introduce Ruth
24 Hepfer, Ruth would you stand please, from the Federal
25 Highway Administration. Thank you Ruth. I'd also like to



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1 introduce our senior project manager, Terry Stepanski, right
2 here in the front, for the I-94 project. Thank you, Terry.
3 And I'd like the members of the I-94 project team to stand
4 and be acknowledged for their contributions, please. As you
5 can see it takes a lot of people to raise an Environmental
6 Impact Statement. With that, I'd like to invite Nate Ford,
7 the moderator for our I-94 Modernization Project public
8 hearings to the podium. Nate?

9 MR. FORD: Thank you Margaret. I'd first like to
10 also thank the Detroit Historical Museum for hosting this
11 public hearing today. I also want to remind everyone here
12 today that we will provide interpretation in both Arabic and
13 Spanish for those who need assistance with interpretation.
14 We also have in the audience as you can see, sign language
15 translation that will be conducted throughout the hearing.
16 Before we get started, are there any elected officials,
17 other officials in the audience?

18 This hearing provides the opportunity for the
19 public to comment for the record on the DSEIS, the Draft
20 Supplemental Environmental Impact Statement, which considers
21 the impacts or changes, planned improvements to the project.
22 It also reviews the purpose and need for improvements and
23 describes alternatives that will be considered.

24 To enable MDOT to review and consider your
25 comments, everything that is said today will be recorded and



1 transcribed into a transcript by a Certified Court Reporter.
2 This formal portion of the public hearing is not a Q and A
3 session. Instead, the public is invited to make comments on
4 the DSEIS, we are here to listen. Anyone who wishes to
5 speak today should complete a speakers request card that was
6 included in your packet when you entered the hearing today.
7 There is a card in your folder. If you do not have a card
8 in your folder, please raise your hand and a team member
9 will assist you.

10 I will call speakers to the podium in the order in
11 which I receive the cards. When I call your name, please
12 step up to the podium and being by spelling your name --
13 excuse me, by stating your name and spelling your name for
14 the court reporter. You will then have three minutes to
15 make your comments. When the timer turns yellow, you have a
16 timer in front of you at the podium, you will have 30
17 seconds to conclude your remarks. So that we can hear from
18 as many speakers as possible, please limit your remarks,
19 comments, to three minutes.

20 Besides verbal comments today, you are welcome to
21 provide written comments by completing a comment form and
22 depositing it into the comment box located in the back of
23 the room. If you need assistance with the form, please ask
24 and someone from the project team will assist you. If you
25 need more time to consider your comments, you can mail or

1 email it to the address that is located on the comment form.
2 All comments are postmarked and dated -- should be
3 postmarked and dated electronically by the close of the
4 comment period, which is October the 28th, 2019. This will
5 be included -- these comments will be included in the
6 official transcript.

7 If today by chance we run out of time, we
8 cordially invite you to attend our second public hearing
9 this evening from 4:00 to 8:00 at Wayne County Community
10 College District located at 5109 Conner Avenue. We will
11 place you among the first speakers should we not be able to
12 conclude our speakers this morning.

13 And now I'd like to invite our first speaker to
14 the podium. Our first speaker, Mr. Jim Bailey.

15 MR. BAILEY: Hello folks, how you doing? My name
16 is Jim Bailey, I'm with the Greater Redford Community
17 Foundation. And I'm here to advocate for alternative
18 transportation routes, which is totally different than the
19 concept of bike paths. Bike paths locks us into one
20 technology in which we're going to be stuck with for decades
21 to come. And it completely leaves out whole populations,
22 persons with disabilities, you've got senior citizens who
23 have lost their license because of poor reflexes, DUI people
24 that want alternative transportation, and also people that
25 can't afford cars and trucks.

1 The thing is, if you look at the document that's
2 being presented for this event, you'll find that it mentions
3 on occasion non motorized, which again locks us into one
4 sort of technology which is bikes, but it talks about bikes
5 and pedestrians. What we're advocating is, is to step back,
6 look at the bigger picture. So that dollar that's being
7 spent can affect all these other populations at the same
8 time to improve mobility and independence.

9 One of the things that is institutionalized, as I
10 mentioned in a previous conversation, is gerrymandering is
11 an institutionalized technique to restrict people in voting.
12 The poll tax was the same thing, it was institutionalized
13 until it had to be legislated out existence. But to
14 restrict mobility, this is the transportation map, non
15 motorized transportation map for the City of Detroit. You
16 know what food deserts are, this is transportation deserts.
17 You've got whole areas in here that there is no way to move
18 from point A to point B. People don't know that they can
19 easily do it.

20 The thing is, is you've got main routes like
21 Michigan Avenue and Woodward. The current philosophy is to
22 put bike lanes there. I come from a health care aspect of
23 it, the engineers come from a safety aspect. The health
24 aspect is, that medical research has shown that the toxins
25 that the vehicles produce affects cancer, heart problems,

1 strokes, digestive problems, and whatever. You're three
2 feet away from that car exhaust, that kid that you're
3 pulling behind you because the government built it and
4 people think it's safe, is two feet away from that car
5 exhaust. Now, if you go a couple streets over oftentimes
6 what you can do is have 25 to 50 cars in a 24 hour period of
7 time and access to less toxins.

8 Also what I want to do is bring up resiliency. We
9 know what happened in terms of New Orleans after Katrina and
10 the time to recover. If we can resiliency into what we
11 have. The other thing is public art. If you look at Novi
12 bridges and Grand Rapid bridges, they're beautiful. The
13 things down in this area they're just concrete. I guess
14 that's it folks. Thanks.

15 MR. FORD: Thank you, Mr. Bailey. Next up Mr.
16 Craig Pangus.

17 MR. PANGUS: Pangus (pronouncing).

18 MR. FORD: Pangus, thank you.

19 MR. PANGUS: Hi. My name is Craig Pangus, that's
20 C-r-a-i-g, P-a-n-g-u-s. I'm going to just pick out one
21 small area which involves my neighborhood. I live in the
22 East Ferry Historic District and I'm concerned about the
23 Ferry Street bridge. There was early in the project, plans
24 to eliminate this bridge. And it got somewhat more involved
25 because they are also building the jail. So there was --

1 right down at 75 and Ferry.

2 And there have been several meetings with Wayne
3 County over moving the jail, and people in the neighborhood
4 were, quite a few of us were anyway, were concerned with the
5 traffic that's like to come from building the jail there.
6 There is Warren Avenue will be their main entrance, of
7 course. But their diagrams, or charts, or whatever they're
8 going to call them, their plans, show their sally ports is
9 what they call in the Ferry Street side of the jail as well.
10 And so many of us in the community worry about the number of
11 schools. I mean, there is child care institutes, there is
12 Go-Lightly, there is day-care centers. We're a historic
13 district and we felt that with the added traffic from the
14 jail that it would be a good idea to close it.

15 Now, Wayne County was not enthused with that idea.
16 They were talking about doing something in the way of making
17 it one way or some way restricting it to where traffic
18 couldn't get through. But I don't see anything in the plans
19 here, but I don't know whether they have been in contact
20 with the planners for this project as to whether that bridge
21 should remain or not. Because the reason given on the maps
22 to keep the bridge is for neighborhood connectivity.

23 Now, most of the people in the neighborhood,
24 especially the East Ferry Historic District, which is just
25 west of 75 interchange, west of where the Ferry bridge is,

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1 we're not interested in being connected with the other side
2 of the bridge. There is a closed trash plant on the other
3 side, there is closed cold storage, there's going to be the
4 jail, there is a waste facility for Wayne State, hazardous
5 waste facility, there is the city hazardous waste. There
6 aren't any residential places, and there are very few people
7 that anybody lives on Ferry anyway, want to get to on the
8 other side of 75. I mean Ferry goes on down to Mount
9 Elliott and then stops. And then it picks up again on the
10 other side of the cemetery and whatnot that's there.

11 So I don't really understand their giving the
12 reason of neighborhood connectivity for keeping the Ferry
13 Street bridge. I don't understand why they made this
14 change, whether it was actually an influence from the Wayne
15 County wanting to build a jail and for some reason wanting
16 to keep access there. But the neighborhood pretty much
17 doesn't want it. So I appreciate the time to speak and I
18 hope everybody has a good day.

19 MR. FORD: Thank you, Mr. Pangus. Next up Ms.
20 Megan Owens.

21 MS. OWENS: Hello, Megan Owens, M-e-g-a-n, O-w-e-
22 n-s. I am Executive Director of Transportation Riders
23 United, also known as TRU. And as an organization that's
24 been around for 20 years we have been arguing against this
25 highway widening project for almost 20 years. Before I was



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1 involved in the organization. Now, I will say I applaud the
2 MDOT team and consultant team for over the last several
3 years really listening to some of the concerns and the
4 complaints that were brought up. I do believe that
5 returning -- not eliminating nearly as many of the bridges
6 that go over the highway is a big plus. I happen to live
7 on -- up near 75 where we have the pedestrian overpasses.
8 And they are a giant pain and no one really wants to deal
9 with going up a big giant loop and going all the way across
10 and all the way down just to cross the street. So the
11 complete street bridges are a big plus in my mind. As well
12 as not eliminating nearly as many private businesses and
13 homes as had been originally proposed 15 years ago or
14 whenever all of this started. So I will applaud those
15 changes that have been made.

16 That said, just like buying a new pair of pants is
17 not a very effective way to address obesity, widening
18 highways is not a very effective way to address traffic
19 congestion. All across the country there are examples after
20 examples of you add highway lane miles, people fill those
21 lane miles. And you, in fact, end up adding more pollution
22 and adding to our global warming crisis, and not actually
23 helping the local community or even really solving the
24 traffic problems.

25 If a fraction of this funding could actually go

1 into true -- a wide range of true alternatives beyond just
2 highways, beyond just roadways, we could see much greater
3 benefit. So certainly rebuild -- I want our roadways to be
4 in good shape, but adding a new lane is absurd. I don't
5 feel like the SEIS sufficiently addressed many of the
6 environmental aspects like, say, global warming by not
7 addressing these concerns. So thank you for the opportunity
8 to speak.

9 MR. FORD: Thank you.

10 (Audience applauds)

11 MR. FORD: So if you have a comment card,
12 please -- we have one in the back. Please, again, raise
13 your hand if you do not have a comment card and you wish to
14 speak. Mr. Mason Herson-Hord. Good morning.

15 MR. HORD: Good morning. Do you need to repeat
16 that or spell it?

17 MR. FORD: State your name and spell it.

18 MR. HORD: Mason Herson-Hord, M-a-s-o-n, H-e-r-s-
19 o-n, hyphen, H-o-r-d. And I am here to represent both the
20 Motor City Freedom Riders, a metro Detroit organization of ?
21 bus riders I work with. As well as my neighborhood block
22 club, the Warren Junction Community Council. So I live
23 about a stone's throw from I-94. My neighborhood has, just
24 in the couple streets around me, half a dozen children under
25 the age of 5. I think there is a pretty well established

1 correlation between diesel fumes and asthma in small
2 children. Detroit has some of the highest rates of asthma
3 in the country. In large part due to the density of truck
4 traffic in and around the city, which is, of course,
5 intensified by expanding highways.

6 In addition to the dangerous health consequences
7 this has for kids, it also has really destructive ripple
8 effects throughout their entire lives of missed school from
9 asthma attacks, and the educational and life opportunity
10 consequences that it has down the road. Any project that
11 the public is spending money on that is going to, in fact,
12 intensify these problems for Detroit's children is
13 unacceptable.

14 We know that highway widening doesn't work. At
15 most it will have reduced congestion for six months to 18
16 months before induced demand fills that back up. And
17 personally I find it just unconscionable that we would be
18 spending billions of dollars of our public money actively
19 making the lives of our children worse. And this is not
20 even touching upon the degree to which this is locking us
21 into a carbon intensive way of transportation in the region
22 that my generation and the ones who come after me are going
23 to have to fight tooth and nail to undue and to uproot just
24 a few years down the road.

25 This is -- these kinds of projects are so myopic

1 and our communities along I-94 are going to do what we can
2 to fight them. And organizations like TRU and the Motor
3 City Free Riders are going to continue to agitate for better
4 ways to spend public money on getting our citizens around
5 the region. Thank you.

6 MR. FORD: Thank you.

7 (Audience applauds)

8 MR. FORD: Clair Nowak-Boyd. Good morning.

9 MS. BOYD: Hi. My name is Claire, Nowak-Boyd, C-
10 l-a-i-r-e, last name Nowak-Boyd, N-o-w-a-k, hyphen, B-o-y-d.
11 I'm a Hamtramck resident, I am past director of Preservation
12 Detroit. And currently a transportation professional. So
13 as you might imagine, I have some opinions today. Overall
14 really digging into the new SEIS, it's a lot better than
15 before. I do want to note that. I can tell that MDOT has
16 been listening. There is drastically reduced removal of
17 pedestrian crossings for greater neighborhood connectivity.
18 You no longer have to go all out of the way because John R
19 is going away. It's a lot better. The bridges are way
20 better, these complete streets crossing I think not having
21 the drastic grade change of an old school pedestrian
22 crossing is more accessible. And just in general, like,
23 these are bridges people will actually want to use, they
24 involve less displacement.

25 I was, yeah, happy to see way less displacement,

1 new lanes cut into berms instead of added on the side.
2 Fourth Street neighborhood is no longer just oppsie-ing
3 away. As far as I could tell, it's at least not listed on
4 the demolition list in the document. So big improvement,
5 you've been listening, thank you.

6 All that said, obviously there is going to be a
7 but. I was really concerned that we could still end up
8 losing United Sound. The language around it sounded like,
9 well, we kind of suggest moving it, I think. It just
10 sounded non committal, maybe that's -- that was my read.
11 But it's a deeply historic building, we absolutely need to
12 keep it. I was also just -- watching this process of this
13 business owner of color majestically charges were found
14 against her when she wouldn't sell. Huh. That was
15 interesting.

16 But so yeah, anyway, United Sound should stay,
17 ideally stay in place with the adjacent house that has
18 served as a sound buffer for decades. I know keeping a
19 business workable as a recording studio, crazy idea, but
20 consider it. Yeah, that would be the preferable
21 alternative, I guess. But anything that keeps it from being
22 demolished, let's do that.

23 I noticed way, way, way deep in the SEIS a mention
24 of the lost cemetery at Conner and 94. I'd love to see a
25 marker put up there as a gesture of good will. Maybe making

1 it less loss for the community, that would only be a few
2 thousand dollars of this huge project. Yeah, ultimately at
3 the end of the day this is still much better than before,
4 but it's still adding highway lane miles in 2019. I would
5 just, you know, I would love a world in which we were
6 investing this much time and this much money in
7 transportation acting like we are in a climate crisis and
8 acting like we're building for the next generation not just
9 more of the same. Thank you.

10 MR. FORD: Thank you.

11 (Audience applauds)

12 MR. FORD: Next up we have Ms. Patty Fedewa.

13 MS. FEDEWA: Fedewa (pronouncing).

14 MR. FORD: Fedewa. Sorry.

15 MS. FEDEWA: Hi. My name is Patty Fedewa, I'm a
16 resident on the east side of Detroit. My name is spelled P-
17 a-t-t-y, last name Fedewa is F-e-d-e-w-a. I'm going to be
18 mimicking some of the other things that were said by Ms.
19 Boyd-Nowak (sic), Ms. Owens, and others. I just want to
20 say, yes, you're making some baby steps. And they may look
21 huge to MDOT, I realize that, complete streets are great.
22 Yet even looking at the preservation of buildings like
23 United Sound and the like. However, you're missing the big
24 picture.

25 What's going -- look what's going on in the city

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1 in general. I mean, look at where you're putting this
2 increased bike lanes. We have representatives of MoGo here
3 trying to get more people biking. We are doing -- road diet
4 is the word. Taking one direction streets making them
5 two-way, bringing back our grid, bringing back our community
6 is what this is. And that's where MDOT really needs to go.
7 I don't see anything here about increasing transportation
8 options, increasing transit. Where is the extra bus lines?
9 Where is the money so we can fund the extra bus lines? It's
10 a complete -- it's still upside down. We're looking at how
11 fast a car can go down 94. And that's part of our network.
12 I'm saying to eliminate 94, I'm saying road diet. Giving
13 people options to get through our city and to get around our
14 city.

15 Think about -- and it's things that were brought
16 up by Mason, that things that need to be done to make our
17 community better, to bring down all the horrible gases we're
18 putting in that are bringing in climate change. Think about
19 how transit can better work along 94. What 94 really should
20 be is what we're kind of thinking about maybe for I-375,
21 diminishing its options as a freeway and making it part of
22 the community. Not something to drive by and be scared of.
23 But turn around and meet all the wonderful people you can
24 along the way and be part of the community. So please add
25 transit to your design, please do a road diet to make I-94

1 as minimal as possible. And continue more work on complete
2 streets, thank you.

3 MR. FORD: Thank you. Next up we have Brother
4 Thomas Zerafa.

5 MR. ZERAFA: Brother Thomas, T-h-o-m-a-s, Zerafa,
6 Z-e-r-a-f-a. I'm representing two organizations, actually
7 three organizations. I'm a Franciscan Frier of the
8 Southfield community, but a native of southwest Detroit. I
9 also represent the Michigan Coalition for Human Rights,
10 which is based right near one of the freeway exits near
11 Gratiot and I-94. And I'm also on the board of the Motor
12 City Freedom Riders as well, which our illustrious
13 representative spoke a few minutes ago. And other folks
14 that are involved in public transit. And I'm here to
15 address that issue.

16 I remember a time when we still had street cars in
17 Detroit. I hide my age quite well, but I do remember them.
18 I'm at that point in life where I can't drive at night any
19 longer, and I rely heavily on public transit. And as one of
20 our colleagues already said, adding another lane of traffic
21 is not a solution for those of us who don't drive or can't
22 drive. And there are many young people coming into the
23 downtown area of Detroit who are there because they want to
24 live along public transit lines. They're not going to be
25 opting to buy cars. The insurance alone forbids people

1 buying cars in the city. Also, the expense of owning a car
2 is beyond the capacity of almost half of the residents of
3 the City of Detroit right now. Think about that. Half of
4 the people are not going to be driving on the freeways that
5 live in the city. They want alternative ways to get around.

6 And again, as a couple colleagues said, adding
7 another lane of traffic is only going to cause more
8 congestion in the future. Whether if you have ten lanes
9 going in every direction, it's going to cause congestion.
10 Not to mention the pollution it's going to cause coming from
11 these cars. We do have to think of that future.

12 And we have to start planning for the future, not
13 for the immediate needs, which I think is where this plan is
14 right now. It's talking about the needs that we had a year
15 ago, or two years ago, or today. But it's not talking about
16 ten years down the line or 20 years down the line when cars
17 may be obsolete. So I want you to think about that. I want
18 to thank the people that have put this together, you did
19 work hard and this is not a vendetta against anybody that's
20 been working on this committee. But this is something we
21 need to think about collectively. Thank you.

22 MR. FORD: Thank you.

23 (Audience applauds)

24 MR. FORD: Next up we have Mr. Glen Maxwell. Good
25 morning.

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1 MR. MAXWELL: Good morning. It says my time is
2 up.

3 MR. FORD: Reset.

4 MR. MAXWELL: Anyway, my name is Glen Maxwell --

5 MR. FORD: Excuse me, Mr. Maxwell. One second.
6 Can we have --

7 UNIDENTIFIED: He needs to just state and spell
8 his name and then we'll start the time.

9 MR. MAXWELL: Sorry?

10 MR. FORD: State your name and spell it.

11 MR. MAXWELL: Okay. My name is Glenn Maxwell.
12 Glenn, G-l-e-n-n, Maxwell, like the coffee, M-a-x-w-e-l-l.
13 Personally I think Thomas brought up a good point. I'm
14 older myself and it is difficult to drive at night. So mass
15 transit is a big help. I am not here for myself though,
16 this is not about me. This is about the people of Detroit,
17 it's about the children of the people of Detroit. It's
18 about the kids, it's about the grandchildren of the people
19 of Detroit. The issue is climate change, the issue is the
20 environmental impact. And the studies have not taken the
21 changes that we've seen that actually started being
22 discussed in 1965, have not taken those into account.

23 Look at the disasters we've had. The impact,
24 environmental impact has seen big changes with new
25 disasters. Disasters with storms, disasters with fires,

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1 disasters with flooding. And so we do not need to change
2 this highway so that it can have more cars. We do not want
3 more cars, that's the wrong direction completely. We want
4 less cars. We need to reduce the environmental impact. We
5 need to reduce the amount of pollution. And that's -- what
6 needs to be reduced is made clear by the climate scientists
7 and what we've seen going on.

8 We are stealing our healthy planet from our
9 children and our grandchildren. This money needs to be used
10 to improve mass transit. We need to transport people with
11 less of an impact, and we don't do that with more lanes, we
12 do that with larger buses. Look at Ford and General Motors,
13 they're stopping the production of automobiles. We need to
14 go to mass transit. That's the direction of the future.
15 That's the direction we need to go. Let's have Detroit and
16 Michigan be a leader in this area. Let's be innovative.
17 Detroit has come a long way, but it's now time for us to
18 lead with new ideas in mass transit. And this money would
19 be much better spent even maybe with some construction of
20 mass transit down the freeways to improve the situation for
21 people being able to get around. People are more interested
22 in mass transit than they ever have been in the past. Thank
23 you very much.

24 MR. FORD: Thank you.

25 (Audience applauds)



1 MR. FORD: Next up we have Ms. Glenda McGadney.

2 MS. MCGADNEY: Glenda McGadney, G-l-e-n-d-a, M-c-
3 G-a-d-n-e-y. And I'm proud to say that I'm a 1950 baby, I
4 think you can do the math. My parents moved here in 1951
5 and we were very blessed to be able to take the street cars
6 anywhere we wanted to go in Detroit because my parents could
7 not afford an automobile. Now in 2019, I have two cars.
8 Last year a couple of them were stolen out of my driveway,
9 my auto insurance per month is almost \$1600. I am for mass
10 transit and spending this millions and million of dollars
11 that they want to spent to widen 94, that is not needed.

12 Most of you know that our city more young people
13 are moving in. And they want a more walkable community.
14 They don't want all this pollution. I am very blessed to
15 have a 90 year old mother who is still driving at night.
16 Two year cancer survivor. Blessed. But our health and all
17 of us our health is being affected by what we're breathing
18 every single day with all this pollution. So we need to
19 think about that.

20 And like I said, our young people, we're going to
21 be gone but they'll still be here and they're going to be
22 suffering major health issues. And we hear it every single
23 day. So on 94 instead of widening it, why can't they also
24 have cameras or our State Police issue more tickets and also
25 have people driving 55 miles per hour. That's one of the

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1 issues on 94 and all these accidents, people are driving too
2 fast. So I am a west sider, used to travel to the east
3 side, but I am against widening 94. And like I said, young
4 people want a walkable community so we need to spend this on
5 mass transit. Thank you.

6 MR. FORD: Thank you.

7 (Audience applauds)

8 MR. FORD: Next up we have Mary Jo --

9 MS. DURIVAGE: Durivage (pronouncing).

10 MR. FORD: Durivage. Thank you.

11 MS. DURIVAGE: It's Mary Jo two words, Durivage,
12 D-u-r-i-v-a-g-e. Good morning everyone. I wasn't planning
13 on coming this morning I have so much to do. But I thought
14 this is too important. I've been hearing about this issue
15 for many years, as Ms. Owens said. The widening of the
16 highway I just see no reason for that. I'm a real transit
17 supporter. I am, like the woman that just spoke, I am not
18 able to drive at night. I have a health issue that
19 disallowed me from traveling very far. So I depend on
20 transportation so much.

21 There is so much more that I could do, I do what I
22 can, if there were more transit options. I do use the SMART
23 bus to get down here, which is great. So I'm in Detroit a
24 lot from Dearborn. And I concur with everything that's been
25 said, the pollution, the respiratory diseases for our



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1 students, or young people. I agree that the current -- and
2 thank you for some of the changes that have been made. I
3 did notice that in the information. So I agree that the
4 current roadways need to be maintained. But I oppose the
5 addition of the road lane, additional road lanes. We need
6 better transit options, ones that will not be to the
7 detriment of the environment or to the worsening of
8 respiratory and other diseases.

9 Michigan residents and the government
10 representing us need to think differently about transit.
11 Transit needs to work for everyone, and for future
12 generations. Use this millions of dollars being budgeted
13 for concrete to plan -- and auto drivers -- to a more
14 holistic plan that will work for everyone. So that more of
15 us can enjoy the amenities and human services of our
16 wonderful community. Thank you.

17 MR. FORD: Thank you.

18 (Audience applauds)

19 MR. FORD: Next up we have Ms. Lisa Nuszowski.

20 MS. NUSZKOWSKI: Good afternoon. My name is Lisa,
21 Nuszowski, spelled L-i-s-a, last name is spelled N-u-s-z-k-
22 o-w-s-k-i. I am here as a resident of Detroit. I'm also
23 involved in the transportation and mobility space. I run
24 MoGo, which is the City of Detroit non profit public bike
25 share system. And I want to acknowledge MDOT and the



1 project team for the work that they have done, as many
2 others have said already, about the complete streets work
3 that has been put to this plan, which is much appreciated.
4 Including the improved bike and pedestrian facilities, the
5 bike lanes over the bridges. I think that those are all
6 really positive signs. Also thank the elimination of the
7 continuous service drives that were originally proposed in
8 this plan. It's a big step forward in terms of not having
9 additional negative impacts on surrounding communities, as
10 well as maintaining more of the bridges to maintain
11 connectivity between neighborhoods.

12 So that being said, I also think that many people
13 have said this already but it bears repeating. Just so
14 others know that people share these concerns as well. That
15 it's the planning process and the time line that it takes
16 for these projects to be implemented. But the decisions
17 that were made decades ago are now being -- the cost will be
18 a bit borne by the people today and generations to come.
19 And so I just think that the process for this large scale
20 types of project planning needs to look a little bit more
21 differently and be more flexible as we move forward.

22 The issue of induced demand, I mean there is all
23 sorts of research on this. I would love to hear MDOT and
24 other entities address this directly. I feel like it's been
25 said a lot but nobody really says anything in response to

1 that in terms of acknowledging that this is likely to just
2 generate more auto traffic. And so how -- the response to
3 that would be great to hear at some point.

4 I'm always struck by the term level of service.
5 It's level of service for whom? It really prioritizes
6 people who are able to afford and use a car. And it really
7 puts everyone else at a much lower position. And so I would
8 love to see that definition of level of service broadened to
9 include movement of all people and not movement of cars. I
10 think once we start looking at the movement of people that
11 that changes the equation a bit.

12 I think also too just about the legacy of highways
13 destroying communities in the City of Detroit. I live in
14 Lafayette Park where there is a history of 375 that
15 hopefully we're going to be redressing some of those issues.
16 Tearing up Black Bottom and other historic communities
17 throughout the city, so that's something else to keep in
18 mind as we think about this expansion. It encourages
19 further sprawl throughout the region because it makes it
20 easier for people to live further outside of the city. And
21 so the people here in the city and particularly in the
22 communities around where the freeway is being expanded,
23 those are the ones who are, again, bearing those costs. And
24 it really seems grossly unfair that we're subsidizing other
25 people's decisions to really make Detroit more of a

1 thoroughfare than an actual community where people want to
2 live.

3 If an extra lane is going to be added, would love
4 to see that dedicated for transit. I know we're talking
5 about HOV. But it would be great if we could give some bus
6 priority to that lane. And would love to see MDOT just
7 generally investing more resources in public transit. I
8 think SMART's fast bus service, the dramatic increases we've
9 seen in ridership there proves that if you build it, people
10 use it. And so I think that's something that I would love
11 to see MDOT consider. Thank you.

12 MR. FORD: Thank you.

13 (Audience applauds)

14 MR. FORD: Comments cards? Has everyone received
15 a comment card? Those wishing to make a comment that will
16 go into the official record, please fill out your comment
17 card. Do we have any additional comments? Do we have any
18 additional comments? Okay. That being said, we have no
19 additional comments at this time.

20 I'd like to thank everyone for their comments and
21 for attending today. Following this hearing, MDOT will note
22 and review all comments and concerns raised, along with all
23 comments received during the open comment period. MDOT will
24 then draft written responses to your concerns and include
25 them in the official hearing transcript. Which is provided

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1 to the FHWA for their review and consideration in issuing
2 their decision document. This final report is the next step
3 of the process.

4 The hearing transcript will also be available for
5 public review when available. A last reminder that MDOT is
6 taking written comments through Monday, October the 28th, their,
7 2019. Again, I'd like to thank you on behalf of MDOT. We'd
8 like to thank you for your attendance today and your
9 comments. We want to wish everyone a beautiful rest of the
10 day. Thank you.

11 (Audience applauds)

12 (Hearing concluded at 12:15 p.m.)

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IN THE MATTER OF: DRAFT
SUPPLEMENTAL ENVIRONMENTAL IMPACT
STATEMENT, ET AL, PRIVATE COMMENTS

October 10, 2019

Prepared by



depos@networkreporting.com
Phone: 800.632.2720
Fax: 800.968.8653
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STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION

In the Matter of:
Draft Supplemental Environmental Impact Statement and
Section 4(1) Evaluation I-94 Modernization Project in
Detroit from I-96 to Conner Avenue

/

PRIVATE COMMENTS

5401 Woodward, Detroit, Michigan
Thursday, October 10, 2019, 9:00 a.m.

APPEARANCES: Nate Ford
Hearing Moderator
Margaret Barondess
Appearing for MDOT

RECORDED BY: Rachel Sunde, CER 6538
Certified Electronic Recorder
Network Reporting Corporation
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1 Detroit, Michigan

2 Thursday October 10, 2019 - 12:57 p.m.

3 REPORTER: It's all set. Go ahead.

4 MR. OSTAPOWICZ: I don't know where to begin. I
5 guess starting from now working backwards. I notice they
6 did some asphalt paving on I-94. And as always, they always
7 seem to leave an open seam between the two slabs of asphalt.
8 Invariably water gets in there, freezes, and starts popping
9 that seam out. My question is, for the life of me I cannot
10 figure out why they do not follow up and put hot tar and
11 seal those joints. Half of the problem with these
12 deteriorating roads, on the asphalt deteriorating roads, is
13 they don't maintain those seams. And water gets in there,
14 it freezes, trucks, cars roll over them and deteriorates
15 them right along the seams. And the crews come by and toss
16 a shovel full of cold patch in there and make it worse. So
17 I guess my first comment would be that because it's the
18 latest thing that's been done on the roads.

19 My second comment, which I spoke with Rob Morosi
20 last year at the meeting, was the fact that the contractors
21 everywhere, and everybody from the lowly guy at the end of
22 the shovel all the way up to the owner of the contracting
23 company, I hate to say it, but they deliver, they put
24 defects into the work, the roads. They either don't compact
25 them enough. I worked in roads, I worked in road

1 construction, I know all the tricks. Either somebody
2 doesn't know what they're doing, or worse yet they do know
3 what they're doing by letting all of this stuff get by them.

4 The cement is either -- they might, if the
5 contract calls for a seven bag mix, they'll put a five bag
6 mix. And it's evident on Little Mack and on Gratiot where
7 the cement was just not up to par. It will either be too
8 dry or too wet. They'll put on a big show about making it
9 the right moisture. But the bottom line is, they don't take
10 the bad stuff out. And invariably the cement that's too dry
11 will crumble before it's time and conversely if it's too wet
12 it will flake before its time. If the ground underneath is
13 not compacted, it will create soft spots so that these heavy
14 trucks will push down and crack the slabs. It's a sore spot
15 with me because I do transportation and I drive these roads
16 every single day from her to Florida, to Phoenix. And by
17 far Michigan is the worst roads in every state that I've
18 been in.

19 Just to keep it short and not to get too wordy,
20 I'll just leave it at that. The contractors have banded
21 together and refuse to offer warranties, guarantees on their
22 work. They will if they'll charge double the price. And
23 they'll basically do the same thing, they'll come back and
24 patch it up cheaply. By design the entire process is set up
25 for failure because the lowest bidder gets the job. And it

1 behoooves them to cut corners, and they do and more. They
2 cheat wherever they can.

3 I worked a roller and I was told to hurry up,
4 speed it up, it's good enough. Everybody in that process
5 benefits by putting defects into the road work. Mr. Morosi
6 said that the state does not do that. I didn't want to
7 argue with him and I didn't have any specific areas in mind
8 where the pavement is soft, cracking because of soft
9 underneath they didn't compact properly. I didn't know I
10 was going to be on tape here so I didn't really have a
11 proper spiel prepared. But that's the gist of it.

12 I'm hoping that somebody -- I know there is the
13 road inspectors are far and few between and funding is low
14 for inspectors. And these contractors know what to do when
15 the inspector is looking the other way. And sometimes an
16 inspector is looking right at the defect and doesn't know
17 what they're doing. But it's just a big dirty little
18 secret. I don't know, I suppose I could go on and on. But
19 that's all I can say, I guess, as far as the quality of the
20 roads and longevity.

21 Hopefully -- I'm going to fill out a comment card.
22 Hopefully when they put the new I-94 in they raise that
23 median wall to block the inconsiderate people with the
24 headlights coming from the opposite direction on cold, rainy
25 nights, dark, rainy nights with the glare from oncoming

Page 6

1 trucks and cars you cannot see the lane markers. And that's
2 part of the reason for some of the accidents. Besides the
3 aggressive and incompetent drivers. That's it.

4 (Statement concluded at 1:02 p.m.)

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IN THE MATTER OF: DRAFT
SUPPLEMENTAL ENVIRONMENTAL IMPACT
STATEMENT, ET AL, PUBLIC COMMENTS

October 10, 2019

Prepared by



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STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION

In the Matter of:
Draft Supplemental Environmental Impact Statement and
Section 4(1) Evaluation I-94 Modernization Project in
Detroit from I-96 to Conner Avenue

/

PUBLIC HEARING

5901 Conner, Detroit, Michigan
Thursday, October 10, 2019, 6:30 p.m.

APPEARANCES: NATE FORD
 Hearing Moderator

 MARGARET BARONDESS
 Appearing for MDOT

RECORDED BY: Rachel Sunde, CER 6538
 Certified Electronic Recorder
 Network Reporting Corporation
 Firm Registration Number 8151
 1-800-632-2720



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1 Detroit, Michigan

2 Thursday, October 10, 2019 - 6:29 p.m.

3 MS. BARONDESS: Good afternoon everyone. My name
4 is Margaret Barondess, I'm the Manager of the Environmental
5 Services Section at MDOT, Michigan Department of
6 Transportation. On behalf of MDOT, I'd like to welcome you
7 to this public hearing for the I-94 Modernization Project
8 Draft Supplemental Environmental Impact Statement. This
9 hearing is being conducted in accordance with Federal
10 Highway Administration and MDOT public hearing procedures.
11 And I'm officially calling these proceedings to order.

12 The I-94 Modernization Project is located from
13 east of the I-94/96 interchange to east of Conner Avenue.
14 Along M-10 from Martin Luther King Jr. Boulevard to Seward
15 Avenue. And along I-75 from Warren Avenue to Custer Street
16 in Detroit, Wayne County, Michigan.

17 The Draft Environmental Impact Statement, or for
18 short DSEIS, considers the impacts of changes and planned
19 improvements of the project. It also reviews the purpose
20 and need, why are we doing this, why here, and why now for
21 the improvements. And describes the alternatives that were
22 considered.

23 Before introducing today's moderator, I'd like to
24 acknowledge some people who have put a lot of effort into
25 this particular project. From Federal Highway

1 Administration I'd like Chris Young to stand up and say hi
2 to everybody. Thank you to our FHWA partners. Kim Avery
3 his here. Kim, would you stand up for us, please? Kim is
4 our MDOT region engineer. Thanks for joining us tonight,
5 Kim. Terry Stepanski, there he is. Terry is our MDOT
6 Senior Project Manager for the I-94 project. And I'd like
7 all the members of the I-94 project team to stand up and
8 just say hi to everybody. Thank you everybody. Thanks for
9 your service to this project. And now I'd like to invite
10 Nate Ford, he's our moderator for the I-94 Modernization
11 Project public hearings to the podium. Thank you again for
12 joining us tonight.

13 MR. FORD: Thank you Margaret. Good evening
14 everybody and welcome. First like to begin by thanking
15 Wayne County Community College and District Eastern Campus
16 for being such a gracious host this evening. I also want to
17 remind you that for today's hearing we do have Arabic and
18 Spanish speaking interpreters for those who require that
19 assistance. We also have our ASL, our sign language
20 interpretation with us today. And will be with us
21 throughout the hearing. Before we get started, I just want
22 to ask if there are there any elected officials that need to
23 be recognized. Seeing none, a little bit about the hearing.

24 This hearing provides an opportunity for the
25 public to comment for the record on the DSEIS, which

1 considers the impacts of changes and/or planned improvements
2 to the project. It also reviews the purpose and need for
3 improvements and describes the alternatives that are
4 considered.

5 To enable MDOT to review and consider your
6 comments, everything that is said today will be recorded and
7 transcribed, to my left. This formal portion of the public
8 hearing is not a Q and A, we want to hear from you. So
9 we're looking forward to hearing your comments. Anyone that
10 wishes to speak should complete a speakers card. You should
11 have received a speakers card in your packet as you entered.
12 If you do not have one, please raise your hand. Once you
13 have completed your card, raise your hand and a staff member
14 will take the card from you.

15 We will disseminate the cards first come first
16 served. So those who hand me the cards first, we'll put
17 them in that particular order. You will then have three
18 minutes to make your comments. Three minutes. When the
19 timer turns yellow, you will then have 30 seconds remaining
20 to conclude your remarks. So that we can hear from as many
21 speakers as possible, please keep your comments to three
22 minutes.

23 Besides verbal comments this evening, you are
24 welcome to provide written comments by completing a comment
25 form and depositing it into the comment box to my left. If

1 you need assistance with the form, please ask and someone
2 from the project team will assist you. If you need more
3 time to consider your comments, you can mail or email it to
4 the address on the comment form. All comments postmarked or
5 dated electronically by October the 28th, 2019 will be
6 included in the official transcript. If we run out of time
7 this evening and you wish to speak, please feel free to fill
8 out your comment form and place it in the comment box as
9 described.

10 And now I'd like to invite our first speaker to
11 the podium. And our first speaker Mr. John Good. Please
12 approach the podium, please state your name and spell it for
13 the court reporter.

14 MR. GOOD: Sure.

15 MR. FORD: Thank you.

16 MR. GOOD: Thank you for holding this session. My
17 name is John Good, J-o-h-n, G-o-o-d, I live in Detroit. So
18 first of all I just want to thank the team for reevaluating
19 the design and improving the neighborhood connectivity. I
20 think I saw a lot of good improvements, more bridges, more
21 pedestrian connectivity. Something that I asked on the way
22 in, which was, what proportion of traffic in this corridor
23 is actually local traffic versus traffic that is just coming
24 through, inter city traffic? And what I heard was about
25 one-third of traffic in the corridor does not interact with

1 the metro area at all. About one-third is intra metro not
2 downtown. And about one-third of traffic is headed toward
3 downtown. So given that I have two main comments on this
4 design.

5 I want to know from the team how much
6 consideration there was on a high occupancy vehicle or HOV
7 lane. As you may know I-75 is getting rebuilt in Oakland
8 County, the additional lane being added is a high occupancy
9 vehicle lane which encourages carpooling and more sharing of
10 vehicles. I want to know why that is not included in this
11 design. Is it different -- is traffic on 94 a different
12 type of traffic than the traffic on 75 given origins and
13 destinations. So I want to hear why that was left out of
14 the design and if it's still possible to add it in if it's
15 deemed useful.

16 The other one is given the wider shoulder as part
17 of this redesign. I wanted the team to look at some success
18 stories in Minneapolis and Chicago of express shoulder
19 running buses. Those are buses that run on the shoulder.
20 And it's an effective way for very low cost to improve
21 transit service in the city. And is the design capable of
22 accommodating that given the pavement quality. MDOT should
23 work -- should first check the legality of providing such a
24 service in Michigan and work with SMART, DDOT, and the
25 regional transit authority, the RTA on implementing this and

1 seeing if this could be a part of the transit discussions
2 that we are having in Metro Detroit. Thanks very much.

3 MR. FORD: Thank you. Our next speaker Mr. Medvis
4 Jackson. Please approach. Please state your name and spell
5 it.

6 MR. JACKSON: My name is Medvis Jackson. The
7 first name is spelled M-e-d-v-i-s, last name is Jackson. So
8 with regards to the highway construction, I'm just concerned
9 us as a country not taking infrastructure seriously.
10 Infrastructure is not merely a means of getting processes
11 done to help people get from point A to point B, but it's
12 also a mode of communication. For folks like myself who
13 have gone to live in other cities and explore other parts of
14 the world, we are behind places like London, Paris, New York
15 City, Seattle, Berlin in terms of communicating to our
16 residents young and old that this is a place that seeks to
17 lead the rest of the pack. This is a place that is going to
18 put -- look beyond what we have in front of us to do
19 something that's different, something that's better,
20 something that's going to create a future.

21 And just by widening roads, by not building a
22 highway that's going to have built in public mass rapid
23 infrastructure, by building a highway that doesn't reduce
24 chemical and noise pollution, by building a highway system
25 that's not necessarily beautiful, it tells people that are

1 coming out of different schools, and colleges and
2 universities that this isn't a place that is going to
3 encourage my own development. It's just a place that wants
4 to do things like it was done yesterday.

5 It was vision that allowed for this country to
6 become one of the best places to get a public education. It
7 was vision that allowed for this place to become one of the
8 best places to enjoy civil rights. It was vision that
9 allowed this place to use its military infrastructure to
10 invest in software and hardware technology that continues to
11 empower and spur on our economy today. It wasn't something
12 that we did because it made sense in 1920, we knew it made
13 sense for 40 years out and 60 years out.

14 So in a place like Michigan that lags behind in
15 terms of not only cultural diversity but also in terms of
16 cosmopolitanism and encouraging new ideas by -- the built
17 environment is a way of less investing in kids now that are
18 coming into the high school and middle school and
19 communicating to them by the time they're in college is
20 that, this is the place that can rival any other city around
21 the world, Tokyo, Seoul Korea. That Detroit is a place that
22 will continue to innovate as it did 60 years ago.

23 I understand that there is budget costs, that
24 there is all types of intellectual and ideological
25 difference that people may have with regards to how we build

1 infrastructure. I know as a bike rider that people just
2 hate me for riding a bike. I get cursed at, screamed at,
3 get off the road. But I understand that by doing my little
4 part that I'm helping to reduce our carbon footprint. By my
5 little part I'm helping to reduce the hypertension and
6 diabetes in my community. By doing my little part, I paved
7 the way for a kid after me to be able to ride that bike lane
8 in safety.

9 So I encourage you that as we go forward with this
10 highway, think different, think big, think American. Be --
11 use vision, use courage, and do something different that the
12 world hasn't had yet. Let's not ride at the back of the
13 pack, let's go to the front of the bus. Thank you.

14 MR. FORD: Thank you.

15 (Audience applauds)

16 MR. FORD: Next up we have Mr. Joel Batterman.

17 MR. BATTERMAN: Good evening, my name is Joel
18 Batterman. That's J-o-e-l, B-a-t-t-e-r-m-a-n. I live in
19 Detroit at 2520 West Euclid Street. I'm a PhD student in
20 urban and regional planning at the University of Michigan.
21 And I'm also a member of the Motor City Freedom Riders bus
22 rider organization. It occurred to me today that its
23 fitting that this morning's round of hearings took place at
24 the Detroit Historical Society. Because to be perfectly
25 frank with you, this I-94 widening project as currently

1 conceived belongs in a museum as an antique not as public
2 policy in the year 2019.

3 I'm not talking about the adjustments to the
4 project since the EIS was first approved in 2004, which is
5 half a lifetime ago for me. I'm as glad as anyone to see in
6 the SEIS we have the restoration of local streets across 94,
7 the Lodge, and 75. And I'm especially glad that MDOT has
8 scrapped the idea of extending all along 94 the continuous
9 high speed service drives that present a deadly hazard for
10 pedestrians and bicyclists as they attempt to cross almost
11 every other expressway in the city.

12 What I'm referring to is what hasn't changed. The
13 widening of the highway from six to eight lanes. And the
14 notion reiterated in the SEIS that this will somehow reduce
15 congestion. It's not easy for me to understand how this
16 argument can be made almost two decades into the 21st
17 century.

18 We've have more than enough experience to know the
19 supply side transportation planning is as much of a fantasy
20 as supply side economics. If our only response to
21 congestion is to add more and more lanes, you're just going
22 to draw more and more traffic to fill them. In the
23 phenomenon widely known to transportation planners as
24 induced demand.

25 Nowhere in the SEIS does MDOT attempt to explain

1 why this nearly \$3 billion project will be immune to this
2 phenomenon. Or why new capacity is the best solution of all
3 the possible alternatives to relieve congestion on the I-94
4 corridor.

5 In its 214 pages, the SEIS contains all of two
6 pages and virtually no specifics on the prospect of applying
7 transportation demand management to the I-94 corridor.
8 Oddly, at certain points in the SEIS, MDOT appears to deny
9 that this is a capacity project. On page 436 in discussing
10 why it chose not to further analyze air pollution impact to
11 the project, MDOT claims that adding a total of 14 new lane
12 miles of asphalt, quote, "does not add substantial new
13 capacity." I don't know how MDOT defines substantial, but I
14 hope you'll agree with me that this statement is not
15 defensible as written and should be struck from the SEIS.

16 We need infrastructure investment that meets the
17 needs of the 21st century. The need of everyone to get
18 around, the challenge of the climate crisis. This project
19 fails to do that. It needs another do-over to address them.
20 Thank you.

21 MR. FORD: Thank you.

22 (Audience applauds)

23 MR. FORD: Next we have Ms. Michelle Jackson.

24 MS. JACKSON: My name is Michelle Jackson, M-i-c-
25 h-e-l-l-e, J-a-c-k-s-o-n. I am a resident right here at 94

1 and Harell. I would like to know where I can find the
2 traffic report that was done for the air pollution and what
3 buffers and trees are being made available while you're
4 putting this new freeway in or adding a lane. I don't see
5 any of it. I was told that it is. I'm also wondering when
6 the traffic study was done, did they take into account what
7 was coming off of Conners and what would be coming off of
8 French Road.

9 We've recently had Fiat Chrysler that is actually
10 coming -- well, they're here and they're adding to their
11 plants. They're looking to do three shifts, eight hours, so
12 that's a whole lot of more cars and trucks that are coming
13 to our area. Nothing -- I don't see anything that's going
14 to help our residents.

15 I live right at the freeway. They say a noise
16 study was done. I can tell you the traffic -- how much
17 traffic is on 94 going east or west while I'm sitting in my
18 house with all of my windows closed and my doors. So I
19 would like somebody to walk me through it. And I would also
20 like to know was the traffic study done with knowing Fiat is
21 her. And if not, does that need to be redone. Does it need
22 to be done over because now we have more traffic that's
23 about to be here. And I am vice president of the Chandler
24 Park Neighborhood Association so I do need some information
25 to take back to my residents. Thank you.

1 (Audience applauds)

2 MR. FORD: Thank you. Next we have Mr. James
3 Sobolewski.

4 MR. SOBOLEWSKI: Hi folks. My name is James
5 Sobolewski, I'm a resident of east side Detroit. And it's
6 really hard --

7 MR. FORD: Could you spell your name for the
8 record?

9 MR. SOBOLEWSKI: Sure thing. J-a-m-e-s,
10 Sobolewski is S-o-b-o-l-e-w-s-k-i. I was going to talk
11 about induced demand. But it's really hard to follow Mr.
12 Batterman and Mr. Good. What I will talk about is we have
13 been expanding expressways consistently since the 1960's.
14 It was a boondoggle when it started and it's a boondoggle
15 now, folks. Expanding expressways doesn't work. We've
16 known this and it's time for a radical shift in our
17 priorities as a state, as a city, and as a nation when it
18 comes to our spending on infrastructure.

19 Expressways -- we're going to widen this
20 expressway to save two, or five, or whatever minutes on
21 congestion while our planet is burning. Why can't the State
22 of Michigan and MDOT answer to me and my children when
23 Detroit already has one of the highest asthma rates, has
24 some of the residents that depend on the public
25 transportation service that would could be improving with

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1 this money. I fail to see how this is in any way a priority
2 for the state when we need to be advantaging those who need
3 a hand up and not advantaging people that need an extra two
4 minutes off of their commute. Thank you.

5 (Audience applauds)

6 MR. FORD: Is anyone else wishing to put a comment
7 on the record?

8 MR. HINKLE: Hello, I'm Tim Hinkle. I'm a
9 resident here in Detroit. And just to second a few of the
10 things that were said. I really do think that --

11 MR. FORD: Mr. Hinkle --

12 MS. BARONDESS: We just need you to spell your
13 name.

14 MR. HINKLE: Oh, yes. Sorry. Tim Hinkle, H-i-n-
15 k-l-e. So just to kind of reiterate that we really are
16 missing an opportunity. This is a pretty significant
17 investment to really do something transformational rather
18 than the same old, same old. And I really do question a
19 little bit of the studies that were done based on some
20 pretty antiquated traffic data. I think the vehicle miles
21 traveled peaked about 15 or 20 years ago, yet we're building
22 all this capacity that we probably really don't need.

23 And secondly, it also doesn't take into account
24 things like the Gordie Howe bridge, which should
25 significantly impact the volume of traffic going across to

1 Sarnia, which I think was one of the original rationales for
2 building this additional capacity.

3 And then lastly, as a Detroiter it's distressing
4 that the funding model as I understand it is federal, state,
5 and there is some local funding from the city going in. So
6 we're paying for this as residents really twice through
7 taxes and then through diminished quality of life for those
8 most directly impacted like in Jefferson Chalmers and other
9 neighborhoods that are right here in the right-of-way. So
10 that's all I go to say. Thanks.

11 (Audience applauds)

12 MR. FORD: Thank you. Is anyone else wishing to
13 put their comment on the record? Is anyone else wishing to
14 put their comment on the record? Is anyone else wishing to
15 put their comment on the record? Seeing none, I'd like to
16 thank everyone for their comments and for attending this
17 evening's public hearing. Following this hearing, MDOT will
18 note and review all comments and concerns raised. Along
19 with all comments received during the open comment period.
20 Then we will draft written responses to your concerns and
21 include them in the official hearing transcript. Which is
22 provided to the FHWA for their review and consideration in
23 issuing their decision document. This final report is the
24 next step of the process. The hearing transcript will also
25 be available for public review. The last reminder that

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1 MDOT is taking written comments through Monday October the
2 28th. I want to thank you again for your time, for your
3 comments. Thank you and have a wonderful, wonderful
4 evening.

5 (Audience applauds)

6 (Hearing concluded at 6:52 p.m.)

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IN THE MATTER OF: DRAFT
SUPPLEMENTAL ENVIRONMENTAL IMPACT
STATEMENT, ET AL, PRIVATE COMMENTS

October 10, 2019

Prepared by



depos@networkreporting.com
Phone: 800.632.2720
Fax: 800.968.8653
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STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION

In the Matter of:
Draft Supplemental Environmental Impact Statement and
Section 4(1) Evaluation I-94 Modernization Project in
Detroit from I-96 to Conner Avenue

/

PRIVATE COMMENTS

5901 Conner, Detroit, Michigan
Thursday, October 10, 2019, 4:00 p.m.

APPEARANCES: NATE FORD
Hearing Moderator
MARGARET BARONDESS
Appearing for MDOT

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1 Detroit, Michigan

2 October 10, 2019 - 4:36 p.m.

3 REPORTER: Go ahead.

4 MR. BAILEY: My name is Jim Bailey, B-a-i-l-e-y,
5 Greater Redford Community Foundation. I'm here to add to
6 the presentation that was made earlier about alternative
7 transportation routes. So a document was done back in 2012
8 in regards to the building of I-96 between Redford and
9 Livonia. But the same ideas are pertinent in terms of I-94
10 here. One is, art in public places. When they build the
11 bridges it seems to be the quality or the aesthetic value
12 seems to be different between places that are more affluent
13 versus places like Redford, and Livonia, and Detroit. The
14 bridges and things like that in Grand Rapids or Novi, the --
15 can be community art if it's done in the correct way.

16 The second thing is historical considerations for
17 the bridges that are taken out. Usually or there has been
18 in the past plaques that were on the bridges identifying
19 them. If those could be given, instead of salvage, is given
20 to the historical museum. Local community marketing, this
21 is an opportunity for signage to be available where the
22 local community can market events that are occurring within
23 that particular community. They could be, as in this
24 document that is part of this that I'm speaking from, there
25 is photographs of LED signs that can announce local events

1 and local happenings. That the traffic can see and then
2 participate in.

3 Also, the using of salvage for local community
4 projects. Any bridges taken out or anything that the i-
5 beams that are replaced, or the signs, the aluminum -- not
6 signs but the aluminum light posts, things of that nature,
7 instead of given for salvage, calculated in salvage given to
8 the contractor, is can this since it's already been paid for
9 by the public, can it also be used by local communities in
10 order to save costs and advance different programs at
11 minimal cost.

12 The next thing I'd like to talk about is
13 alternative means of transportation. Which would be
14 alternative transportation routes. Now, this was mentioned
15 in the presentation earlier in the day. But the point being
16 is, currently if you go through the documents for the I-94
17 construction, what they do is they talk about non motorized
18 traffic, but essentially concentrate on bikes and pedestrian
19 traffic. The thing is, is instead of being locked into one
20 technology like bikes for 20, 30, 40 years, is build it --
21 build the roads the same way as they've done it in the past.
22 A road was put in place as a right-of-way to go from point A
23 to point B. Whether it was a horse that used that, or
24 whether it was a herd of goats, a pedestrian, a car, a
25 truck, a motorcycle, it didn't matter. You had the

1 right-of-way in which to operate in.

2 The same thing for alternative transportation.
3 Instead of being locked into one technology like bikes,
4 there is technology that we don't even know about that's
5 coming down the tubes. Technology that can be used for
6 senior citizens who have lost their license because of
7 problems with their reflexes, or they can't see at night, or
8 whatever. Or persons with disabilities in a wheelchair.
9 You've got wheelchairs that are probably coming down with
10 batteries that can last for 50 miles. And also alternative
11 transportation that can be used by people that can't afford
12 cars and trucks to get from point A to point B.

13 Now, the other thing is, and this segues into the
14 next thing in terms of resiliency. Alternative
15 transportation routes can also be used for evacuation
16 routes. We can see in different disaster situations like
17 New Orleans where they didn't have a set disaster evacuation
18 route. We can put one in place. If you look at a map of
19 Southeast Michigan in the outer lying area to the north,
20 northwest there is a line of state parks. You've got Proud
21 Lake, Dodge 5, and several others in which can house a large
22 population if it needs to be evacuated from the urban area.
23 And the alternative transportation routes could be part of
24 that evacuation route.

25 Now, the thing is, is, we know resiliency is

1 needed because, one, you can't have a government that goes
2 around the world trying to destabilize governments of Chile,
3 Vietnam, Cambodia, Laos, Afghanistan and not expect these
4 people to come back to us and try to do the same thing.
5 Now, we've already had it with Russia trying to interfere
6 with an election and we seem to be shocked by that. But the
7 thing is, is you have people that aren't very bright, what
8 they can do is jump in a van and run over pedestrians, which
9 has already been done.

10 But on that bell shaped curve you're going to get
11 those people that are very smart, and what they can do is
12 cause maximum damage. What we need to do is build
13 resiliency into the infrastructure so that we can recover
14 fast. The football player and the boxer dance around for a
15 particular reason so that if they get hit they don't get
16 knocked over. That's the same thing that we have to do. We
17 have to be able to recover if we get hit, and we're not
18 knocked down. So what can get done?

19 The thing is, is, the way it is now, is when you
20 build the expressway with the walls you're creating in
21 essence a tank ditch. Which means that if a fire truck or
22 an EMS vehicle has to get from one side to the other because
23 bridges have become incapacitated, you're not going to be
24 able to do it easily. We can build that easiness into the
25 system so that if it's ever needed, we've already got it in

1 place. As it is now, when you go onto the expressway or
2 come off of the expressway you have the bridge in between.
3 So if that bridge comes down, there is no way to go from an
4 access ramp to an exit ramp easily.

5 Also, the concrete strips down the center. When
6 you look at pictures for Katrina down in New Orleans, you
7 had one side of the expressway that was a parking lot, and
8 one side of the expressway that was completely -- didn't
9 have anything on it. Because you had those concrete walls.
10 Those concrete walls are necessary, but they become a
11 barrier in a disaster. But what can be done is we can -- in
12 case of an emergency, police officers or whatever could be
13 in a situation where they could open up access to the other
14 side so that instead of having a parking lot or a killing
15 field, what you can do is move those people out of that
16 area.

17 The same thing. You would have thought we had
18 learned our lesson. But back in 1950's or so, the
19 Pennsylvania Turnpike had the same thing. You have the
20 turnpike that was in the right-of-way originally of a
21 railroad. Therefore you had two lanes on one side, two
22 lanes on the other, and a cement wall through the center.
23 So there was a blizzard and these people on one side were
24 trapped there for three days while the other side didn't
25 have any traffic at all. So we didn't learn our lesson

1 where we could correct that situation.

2 And the same thing in terms of in the dead of
3 winter. If you have loss of electricity or whatever, the
4 placement of conduit underneath the expressway where you can
5 easily run electrical wire or whatever is a minimal cost.
6 But it would quickly allow us to get back up and running, if
7 for whatever reason, electricity went down and we need to
8 cross the expressway.

9 Switzerland is an example of resiliency. What
10 they did is they were a small country and what they did is
11 they built recovery right into what they were doing. So the
12 expressways that they had, they set it up so that they were
13 landing strips for fighters. So any enemy couldn't bomb out
14 the whole expressway system. They would still have places
15 that they could land, refuel, and go back up and fight.
16 That's what I'm advocating with the alternative
17 transportation routes in part. And also building that
18 resiliency right into the infrastructure of the expressway.

19 The document that I'm reading from again is
20 "Rebuilding I-96." Again, it's applicable for I-94.
21 "Considers for optimizing its future functionality beyond
22 just cars and trucks." I also included another one called
23 "Alternative Transportation Route Summary." And in it what
24 you can do is, is there's photographs showing that whereas
25 the engineers are looking for safety, I've got two

1 photographs of a limestone column that's on Telegraph Road
2 between 6 Mile and 7 Mile. It's a cemetery, part of a
3 cemetery fence. The thing is, is the traffic on Telegraph
4 might be 20-, 30,000 vehicles in a 24 hour period time. And
5 the acid is eating the limestone block. Which if you have a
6 bike lane along the side you're doing the same thing to
7 people's lungs.

8 Now, if you go up further there is a cutoff before
9 Grand River and there is less traffic. Along that route you
10 have the same limestone pillars but they're almost in
11 pristine condition. Which indicates that less traffic
12 produces less toxins, less acid, and less destruction to the
13 limestone. So the moral of the story is, the engineers look
14 for safety, which is very good. But I'm coming from the
15 health perspective. And when you have -- and you have to do
16 this sometimes. We're trying to take one system and put it
17 into another system for alternative transportation. But
18 instead of trying to make things simple along these heavily
19 traveled roads, it's sometimes you can go over one or two
20 streets and then you're in the secondary street, there is
21 less traffic, might be 25 to 50 cars in a 24 hour period of
22 time and you've got less toxins.

23 And again, you can historically see this with
24 lead. The highest lead levels when lead was used in
25 gasoline was at the curb and it decreased as you left the

1 side of the road. Same thing with asbestos fibers. When
2 asbestos was part of the brake pads, you could stand at an
3 intersection and count the fibers in the air. Now, we
4 supposedly no longer have the asbestos fibers, but you still
5 have that powder and breathing that powder in from the brake
6 pads can't be that great for the lungs.

7 Also, with the alternative transportation routes,
8 the current philosophy is to build it for bikes. And you
9 can see that within the documentation again for I-94. They
10 keep repeating about non motorized traffic, but they center
11 on bikes and pedestrian traffic. Again, there is all sorts
12 of technologies that exist out there, why lock yourself into
13 one technology. So instead of saying non motorized, what
14 you can do is say alternative transportation routes that,
15 again, mimics how we created roads in the past. The purpose
16 was to go from point A to point B.

17 So the complete streets bridges as talked about in
18 the document, the complete streets according to legislation
19 as far as I know, doesn't restrict down to just bikes or
20 pedestrians. It's for alternative transportation. Unless
21 it's specifically ruled out such as on expressways where you
22 can't have a tractor, you can't have a horse, or things of
23 that nature. So by having those specific words you're
24 limiting your -- the range of thought that you can put into
25 this. You're also limiting the range of the populations,

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1 marginal populations that you can work with. So bikes and
2 pedestrians leaves out, to a large extent, other persons
3 with disabilities, senior citizens who have lost their
4 licenses because they can't see at night or because their
5 reflexes are poor, or DUI folks, or people who are
6 interested in alternative transportation, and people that
7 can't afford cars and trucks.

8 One of the points made here is you can almost look
9 at this as being racism and discrimination the way it's
10 being approached. It's institutionalized for the simple
11 reason that it's an inherent right for people to be able to
12 be mobile and independent. And by not having alternative
13 transportation routes for other transportation other than
14 cars and trucks, essentially is discriminating against these
15 people and limiting what they can do. It's
16 institutionalized racism and discrimination. Thank you.

17 (Exhibits 1 and 2 marked)

18 (Off the record)

19 REPORTER: State your name first and then your
20 comments.

21 MR. BROWN: My name is Dennis Brown. I work at
22 Wayne County Community College, I'm also a student. And
23 I've been following this project first in 2014, I had do to
24 it for a class project. So that one made me more interested
25 in seeing the progress. Because I followed it from day one

1 like I said from 2014. So I probably got about over 800
2 pictures of the project I had to do for a school project.
3 So I've been looking for -- I've been looking at all the
4 changes and all the ins and outs. And by me living here in
5 the City of Detroit, I know the problems we've been having
6 dealing with 94 and dealing with it over in this area.

7 I've been looking at some of the changes and still
8 have questions about some of the issues that I saw. Like
9 first here in Wayne County Community College right out here
10 in front at Conner, I was asking a question about how would
11 a bike lane be impacted by what goes on with the street?
12 Because they say they going to eliminate the light right out
13 here in front of us. So if they eliminate that light, that
14 means that from the time the traffic come off of 94 that
15 means they got a straight shot all the way really to Warren.
16 So a lot of times they're not going to stop. And I turn
17 into the college right here at the end of where the light
18 used to be.

19 So my only concern was what would the impact be if
20 they take that light out and how would they address it.
21 Because see, that still would be a safety hazard because
22 see, the students would have to -- 80 percent of them come
23 in through that way. So if they're on a bike then that
24 means they're still open to traffic and they might get hit.
25 So I wanted to know how would they eliminate that problem

1 right at the end of our entrance.

2 And then also I've been looking at how they been
3 working at the bridges at 94 and John R. That's where I
4 stay so I noted that they remodeling it now, but I like the
5 way it look. But my concern is how would it impact once
6 you're leaving 94 coming onto John R, because see if they
7 turn there -- they turning actually into our city of where
8 we stay, so how would the traffic be impacted there?
9 Because the traffic is the main thing we see because down
10 there is where they have the library, the Charles H. Wright,
11 and all that. So a lot of tie up right around that time
12 between, I'd say 3:00 to 7:00 is heavy traffic. So what
13 would the issue be to eliminate that? How would they
14 eliminate that, kind of congested there.

15 And then like I say, so it's weird walking across
16 because we stay there. Now we got to look for more cars,
17 traffic, and the lights are either down or they're not
18 working. So that is the issue with over there. But I
19 really like the way they fix it up around this college here.
20 And I hear they going to eliminate St. Jean back entrance
21 for coming into the college. So how would as a pedestrian
22 if we got the bus, see the bus come up Conners. So we got
23 to catch that bus, we got to go across the freeway to get to
24 the other bus stop on the other side. So how would they
25 address that? Those are my comments.

1 (Statements concluded at 5:11 p.m.)

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<p>A</p> <p>able 6:17,24 11:11 access 7:4,13 acid 9:5,12 add 3:5 address 12:20 13:25 advance 4:10 advocating 8:16 aesthetic 3:11 affluent 3:12 afford 5:11 11:7 afghanistan 6:3 ahead 3:3 air 10:3 allow 8:6 alternative 2:8 3:6 4:13,14 5:2,10,14 5:23 8:16,23 9:17 10:7,14,20 11:6 11:12 aluminum 4:5,6 announce 3:25 appearances 1:11 appearing 1:13 applicable 8:20 approached 11:10 area 5:19,22 7:16 12:6 arent 6:7 art 3:10,15 asbestos 10:1,2,4 asking 12:10 available 3:21 avenue 1:5</p>	<p>breathing 10:5 bridge 7:2,3 bridges 3:11,14,17 3:18 4:4 6:23 10:17 13:3 bright 6:7 brown 2:4 11:21,21 build 3:10 4:20,21 6:12,20,24 10:8 building 3:8 8:17 built 8:11 bus 13:22,22,23,24</p>	<p>C</p> <p>calculated 4:7 called 8:22 cambodia 6:3 cant 5:7,11 6:1 10:6 10:22,22 11:4,7 car 4:24 cars 5:12 8:22 9:21 11:7,14 13:16 case 7:12 catch 13:23 cause 6:12 cement 7:22 cemetery 9:2,3 center 7:5,22 10:10 cer 1:16 certified 1:17 changes 12:4,7 charles 13:10 chile 6:2 citizens 5:6 11:3 city 12:5 13:7 class 11:24 college 11:22 12:9 12:17 13:19,21 column 9:1 come 6:4 7:2 12:14 12:22 13:22 comes 7:3 coming 5:5,9 9:14 13:6,21 comments 1:8 11:20 13:25 communities 4:9 community 3:5,15 3:20,22,23 4:3 11:22 12:9 complete 10:17,18 completely 7:8 concentrate 4:18 concern 12:19 13:5</p>	<p>concluded 14:1 concrete 7:5,9,10 condition 9:11 conduit 8:4 congested 13:14 conner 1:5,9 12:10 conners 13:22 considerations 3:16 considers 8:21 construction 4:17 contents 2:1 contractor 4:8 corporation 1:17 correct 3:15 8:1 cost 4:11 8:5 costs 4:10 couldnt 8:13 count 10:3 country 8:10 county 11:22 12:9 created 10:15 creating 6:20 cross 8:8 curb 9:25 current 10:8 currently 4:16 curve 6:10 cutoff 9:8</p>	<p>D</p> <p>damage 6:12 dance 6:14 day 4:15 11:25 days 7:24 dead 8:2 dealing 12:6,6 decreased 9:25 dennis 2:4 11:21 department 1:2 destabilize 6:2 destruction 9:12 detroit 1:5,9 3:1,13 12:5 didnt 4:25 5:17 7:8 7:24,25 different 3:12 4:10 5:16 disabilities 5:8 11:3 disaster 5:16,17 7:11 discriminating 11:14 discrimination 11:9 11:16</p>	<p>E</p> <p>ditch 6:21 document 2:7 3:7 3:24 8:19 10:18 documentation 10:9 documents 4:16 dodge 5:21 doesnt 10:19 doing 8:11 9:6 dont 5:4 6:15 draft 1:4 dui 11:5</p>	<p>F</p> <p>far 10:19</p>	<p>B</p> <p>b 4:23 5:12 10:16 back 3:7 6:4 7:18 8:6,15 13:20 bailey 2:3 3:4,4,4 barondess 1:13 barrier 7:11 batteries 5:10 beams 4:5 bell 6:10 beyond 8:21 bike 9:6 12:11,23 bikes 4:18,20 5:3 10:8,11,19 11:1 blizzard 7:23 block 9:5 bomb 8:13 boxer 6:14 brake 10:2,5</p>	<p>G</p> <p>gasoline 9:25 given 3:19,19 4:7,7 go 3:3 4:16,22 7:1,3 8:15 9:8,19 10:16 13:23 goats 4:24 goes 6:1 12:11 going 6:10,23 12:12 12:16 13:20 good 9:14 government 6:1 governments 6:2 grand 3:14 9:9 great 10:6 greater 3:5</p>	<p>H</p> <p>h 13:10 happenings 4:1 hazard 12:21 health 9:15 hear 13:20 hearing 1:12 heavily 9:18 heavy 13:12 herd 4:24 highest 9:24 historical 3:16,20 historically 9:23 hit 6:15,17 12:24 horse 4:23 10:22</p>	<p>I</p> <p>earlier 3:6 4:15 easily 6:24 7:4 8:5 easiness 6:24 eating 9:5 either 13:17 election 6:6 electrical 8:5 electricity 8:3,7 electronic 1:17 eliminate 12:12,13 12:25 13:13,14,20 emergency 7:12 ems 6:22 enemy 8:13 engineers 8:25 9:13 entrance 13:1,20 environmental 1:4 essence 6:21 essentially 4:18 11:14 evacuated 5:22 evacuation 5:15,17 5:24 evaluation 1:5 events 3:22,25 example 8:9 exhibit 2:5,7,8 exhibits 11:17 exist 10:12 exit 7:4 expect 6:3 expressway 6:20 7:1,2,7,8 8:4,8,14 8:18 expressways 8:12 10:21 extent 11:2</p>	<p>J</p> <p>fast 6:14 fence 9:3 fibers 10:1,3,4 field 7:15 fight 8:15 fighters 8:13 fire 6:21 firm 1:18 first 11:19,23 12:9 fix 13:19 folks 11:5 followed 11:25 following 11:23 football 6:14 ford 1:11 foundation 3:5 freeway 13:23 front 12:10,13 functionality 8:21 further 9:8 future 8:21</p>
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PUBLIC HEARING WRITTEN COMMENTS



Public Hearing Comment Form

Draft Supplemental Environmental Impact Statement and Section 4(f) Evaluation
I-94 Modernization Project in Detroit from I-96 to Conner Avenue

Please circle the hearing you attended:

Detroit Historical Museum

Detroit Wayne County Community College District

The Draft Supplemental Environmental Impact Statement (DSEIS) considers the impacts of significant changes and/or planned improvements to the Detroit I-94 Modernization Project. It also reviews the purpose and need for improvements and describes the alternatives that were considered. To read the DSEIS and to learn more about the I-94 Modernization Project, visit I94Detroit.org.

Please use this form to provide MDOT with your comments on the DSEIS by:

- Dropping it into the comment box at one of the public hearings, or

- Emailing your comments to:
MDOT-I94Comments@Michigan.gov, or

- Mailing your comments to:

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

Name (Please Print): JOSEPH CRIMMINS

Date: 10.10.19

Address:

Phone Number:

E-mail Address:

- All comments must be submitted or postmarked, by October 28, 2019.

Comments:

Write on the back or use additional pages if necessary.

MY CONCERN IS ABOUT TRAFFIC FLOW BETWEEN NAYNE STATE AND NEW CENTER AREA. I'M WORRIED WITH THE ELIMINATION OF THIRD STREET BRIDGE, ADDITION OF HOLDEN STREET BRIDGE AND A NEW MULTI-MODAL TRAIN STATION THAT TRAFFIC, PEDESTRIAN ~~AND~~ SAFETY, AND NEIGHBORHOOD CONNECTIVITY WILL SUFFER. ALSO AS A NAYNE STUDENT I WORRY

Thank You!





Public Hearing Comment Form

Comments:

ABOUT INCREASED TRAFFIC ALONG ANTHONY WAYNE
DRIVE WITH STUDENTS NOW LIVING AT ANTHONY WAYNE
APARTMENTS STUDENT/TRAFFIC INCIDENTS MAY INCREASE.

Thank You!





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- Mailing your comments to:

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

Name (Please Print):

Patty Fedas

Date:

Address:

Phone Number:

E-mail Address:

- All comments must be submitted or postmarked, by October 28, 2019.

Comments:

Write on the back or use additional pages if necessary.

Please contact me about
I-375 status

Thank You!





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- Mailing your comments to:

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

Name (Please Print): Mason Herson-Hord

Date: 10/10/19

Address:

Phone Number:

E-mail Address:

- All comments must be submitted or postmarked, by October 28, 2019.

Comments:

Write on the back or use additional pages if necessary.

Freeway expansions are a wasteful disaster. This will put more pollution into the lungs of children in my neighborhood, worsen our regions Carbon emissions, and waste billions of dollars that could be spent on public transit that would benefit many more people.

Thank You!





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

Name (Please Print):

Michelle V. Jackson

Date:

10/10/19

Address:

[Redacted Address]

Phone Number:

[Redacted Phone Number]

E-mail Address:

[Redacted E-mail Address]

- All comments must be submitted or postmarked, by October 28, 2019.

Comments:

Write on the back or use additional pages if necessary.

What ARE you'll doing about pollution and the Air quality?
Where ARE the buffers being put in?

Thank You!





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- Mailing your comments to:

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

Name (Please Print): Nedra Jackson

Date: October 10, 2019

Address: [REDACTED]

Phone Number: [REDACTED]

E-mail Address: [REDACTED]

- All comments must be submitted or postmarked, by October 28, 2019.

Comments:

Write on the back or use additional pages if necessary.

Vision is what push our public education system to the brim of the pack after WWI. Vision is what helped our military to invest in software & hardware innovation that still powers our economy today. This need for courage and vision is needed once again. Let's build a highway that leads the world in emissions reductions and land use.

Thank You!





It would be so easy to just create jobs and build a through way that would make folk content and happy in this present moment. But that ~~isn't~~ ~~isn't~~ ~~isn't~~ spirit of ~~the~~ intellectual facility, ~~and~~ consumerism, and mundanity would contravene the ideals that our nation and state lays claim to.

Thank You!





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Detroit Wayne County Community College District

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Please use this form to provide MDOT with your comments on the DSEIS by:

- Dropping it into the comment box at one of the public hearings, or
- Emailing your comments to: MDOT-I94Comments@Michigan.gov, or
- Mailing your comments to:

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

Name (Please Print):

PETER MALCOLMSON

Date:

10/10/19

Address:

Phone Number:

E-mail Address:

- All comments must be submitted or postmarked, by October 28, 2019.

Comments:

Write on the back or use additional pages if necessary.

IN THE DSEIS, ADVERSE EFFECTS ON HISTORICAL LOCATIONS (USUALLY UNDER 4(f)) ARE DESCRIBED, BUT NO REMEDIES ARE DESCRIBED. I UNDERSTAND THINGS CHANGE WITH TIME, BUT SHOULDN'T ENVIRONMENTAL IMPACT AT LEAST SUGGEST

Thank You!





Public Hearing Comment Form

Comments:

ALTERNATIVES FOR REMEDIATION OF THESE EFFECTS?

Thank You!





Public Hearing Comment Form

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I-94 Modernization Senior Project Manager
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Name (Please Print):

PETER MALCOLMSON

Date:

10/10/19

Address:

[REDACTED]

Phone Number:

[REDACTED]

E-mail Address:

[REDACTED]

- All comments must be submitted or postmarked, by October 28, 2019.

Comments:

Write on the back or use additional pages if necessary.

① IT WOULD ENCOURAGE COMMUNITY INPUT IF THERE WAS SOME INDICATION OF WHICH MODIFICATIONS CAME FROM SUCH INPUT (AS OPPOSED TO ENGINEERING INPUT, FINANCIAL, ETC.)

Thank You!





Public Hearing Comment Form

Comments:

② THE MERRICK STREET BRIDGE (OVER M-10) WILL NOT
CONNECT ACTUAL STREETS, WHICH HAVE BEEN
LARGELY REPLACED BY WAYNE STATE.
THUS A SMALLER VERSION OF THE PROPOSED
BRIDGE MIGHT BE APPROPRIATE.

Thank You!





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

Name (Please Print):

Ms. Glenda M^{rs} Gadney

Date:

10/10/19

Address:

[Redacted]

Phone Number:

[Redacted]

E-mail Address:

[Redacted]

- All comments must be submitted or postmarked, by October 28, 2019.

Comments:

Write on the back or use additional pages if necessary.

- Eliminate Bike trails. Bikers can use the sidewalk. Many of the bikers on the "street bike trails" don't obey traffic signs!
- I 94 - Don't widen it! Enforce 55/hr speed limit
- ~~more~~ walkable community

Thank You!

Mass Transit / Public Transportation





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I-94 Modernization Senior Project Manager
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Name (Please Print): _____

Date: 10-10-2019

Address: _____

Phone Number: _____

E-mail Address: None

- All comments must be submitted or postmarked, by October 28, 2019.

Comments:

Write on the back or use additional pages if necessary.

The bridges are good ideas
& the movie was good but it
should have spoke a
little more. bike lane

Thank You!





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I-94 Modernization Senior Project Manager
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Name (Please Print):

ED OSTAPOWICZ

Date: 10-10-19

Address:

Phone Number:

E-mail Address:

- All comments must be submitted or postmarked, by October 28, 2019.

Comments:

Write on the back or use additional pages if necessary.

PLEASE PLEASE RAISE HEIGHT OF
MEDIAN WALL BET EAST & WEST ~~BOUND~~ ^{BOUND}
I-94 — THE GLARE FROM ONCOMING
CARS & TRUCKS ON RAINY ~~NIGHTS~~ NIGHTS MAKES
IT IMPOSSIBLE TO SEE LANE MARKERS

Thank You!

Thank You Ed





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- Mailing your comments to:

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

Name (Please Print): CHANG TAO

Date: 10/10/19

Address:

Phone Number:

E-mail Address:

- All comments must be submitted or postmarked, by October 28, 2019.

Comments:

Write on the back or use additional pages if necessary.

over

Thank You!





Public Hearing Comment Form

Comments:

RE: FERRY BRIDGE OVER I-75
REASON GIVEN FOR RETAINING - 'NEIGHBORHOOD CONNECTIVITY'

CONNECT TO WHAT?

THE NEIGHBORHOOD CHANGES DRASTICALLY FROM
EAST TO WEST OF I-75 FROM HISTORIC
DISTRICT & NEW CONSTRUCTION OF RESIDENTIAL
UNITS WEST OF I-75 TO HARAZDAS WASTE
FACILITIES, CLOSED MEMORIAL & CORD TROOP, &
A NEW SAIL, & THE REMAINS OF PLEASANT EAST
OF I-75.

E. FERRY ITSELF SAYS AT MT. PLEASANT
WHAT DOES THE BRIDGE CONNECT FOR
THE E. FERRY NEIGHBORHOOD?

THIS ISSUE WAS RAISED BY MANY
AT PUBLIC HEARINGS FOR THE WAYNE COUNTY
SAIL PROJECTS IS THIS BRIDGE FOR THE
NEW SAIL OR THE NEIGHBORHOOD?

Thank You!





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

Name (Please Print): Alan Pieniadz

Date: 10-10-2019

Address:

Phone Number:

E-mail Address:

- All comments must be submitted or postmarked, by October 28, 2019.

Comments:

Write on the back or use additional pages if necessary.

The I-94 project to add lanes seems like a needed plan, however construction will create long delays for commuters. To supplement [could MDOT provide a Commuter Rail Service from Ann Arbor to Detroit with already existing Rail ROW and rail cars sitting in storage?] This would help alleviate the congestion during the construction period.

Thank You!





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

Name (Please Print):

BRIAN PIKULA

Date: 10/10/19

Address:

Phone Number:

E-mail Address:

- All comments must be submitted or postmarked, by October 28, 2019.

Comments:

Write on the back or use additional pages if necessary.

KEEP CANFIELD BRIDGE OVER M-10

Thank You!





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I-94 Modernization Senior Project Manager
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909

Name (Please Print):

M.S. Rochelle
Judson

Date:

Address:

Phone Number:

E-mail Address:

- All comments must be submitted or postmarked, by October 28, 2019.

Comments:

Write on the back or use additional pages if necessary.

0
in Meiers Shopping
Market Buses to go to Trinity
@ PICKFORD in Detroit

Thank You!





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

Name (Please Print):

Kay Waller

Date:

October 10

Address:

[Redacted]

Phone Number:

[Redacted]

E-mail Address:

- All comments must be submitted or postmarked, by October 28, 2019.

Comments:

Write on the back or use additional pages if necessary.

Workers are (naturally) un-concerned with giving directions CLEAR EARLY
WARNINGS of alternate routes is necessary to avoid long delays
There must be a more thoughtful (and knowing) commitment to redirection of traffic (foot and particularly auto) wherever sudden construction arises, to prevent displacement of traffic flow, bottlenecks, and overload of residential streets in early morning and rush hour. Better knowledge of community traffic patterns should lead to more dense announcement of redirection of and alternate routes for east side traffic (at present, delays and spontaneous traffic reaction is damaging East side economics)

Thank You!



Damage to economics include business owners as well as citizens seeking to get to work via I-94



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

Name (Please Print): DEBORAH WATTS

Date: OCTOBER 10, 2019

Address:

Phone Number:

E-mail Address:

- All comments must be submitted or postmarked, by October 28, 2019.

Comments:

Write on the back or use additional pages if necessary.

My family and I oppose the decision to convert so many service drives from one way to two way service drives, specifically the one between Cadillac Ave and French

Thank You!





Public Hearing Comment Form

Comments:

Road. It's a/the major cross street of our family home. There are only a few homes left on the block. They are occupied by seniors and families with young children. A two way service drive would encourage and allow ^{too much traffic} danger, too much noise, and invite more of a criminal element than what already exists. This would not be a community improvement. This type of change is NOT wanted, needed or welcome! Please reconsider.

Thank You!

