

**DRAFT**

# The Detroit River International Crossing

## **PUBLIC MEETING**



March 21, 2007

# Meeting Summary

Detroit River International Crossing Study  
 Public Meeting  
 March 21, 2007, 5:00 p.m.  
 Southwestern High School  
 SUMMARY

Mailed Invitations:	10,000 (approx.)
Mailers Returned:	557
Invitations Distributed:	900 (approx.)
<u>Newspaper Advertisements</u> Detroit Free Press/Detroit News (Detroit Zones) (November 22) Michigan Chronicle (November 22) Latino Press (November 23) Arab American News (November 25) News-Herald/Downriver (December 3)	
<u>Public Access Television Stations</u> <u>Airing DRIC Video</u> City of River Rouge City of Southgate City of Riverview City of Trenton City of Ecorse City of Detroit City of Grosse Ile City of Lincoln Park City of Melvindale City of Allen Park City of Wyandotte	
Attendees (non-project staff):	110
Number of Speakers:	9
Number of Written Questions/ Comment Forms:	3

Detroit River International Crossing  
Study  
Public Meeting  
Southwestern High School  
March 21, 2007  
5:00 to 8:00 p.m.

# Meeting Notes

# **DETROIT RIVER INTERNATIONAL CROSSING PROJECT**

## **Public Meeting**

**March 21, 2007 - 5 PM to 8 PM**

## **Meeting Notes**

**Southwestern High School**

**Purpose:** To update the Public on progress of the DRIC project, especially land use, additional preliminary impacts data, new alternative concepts, and other project elements

**Attendance:** See attached.

### **Discussion:**

The session involved an informal, one-on-one engagement from 5 PM to 6:30 PM with a presentation beginning at 6:30 PM. Bob Parsons opened the presentation by welcoming those who had come, and reviewed the agenda and procedures for signing up to speak. Arabic and Spanish translators were introduced and they explained their availability to translate. Spanish translation was requested by a group.

Representatives of the following elected officials were then acknowledged: Senator Debbie Stabenow, State Senator Ray Basham, and Detroit Councilpersons Conyers and Kenyatta.

### **Presentation:**

Joe Corradino explained a presentation that would now be given would cover the background of the project followed by information on land uses, new engineering alternatives, and impacts of a proposed boulevard and a corridor where relocated utilities could go. He then explained the project's background and schedule. He covered the illustrative alternatives and the area of focused analysis, also mentioning the links of the river crossing system in Canada. He noted a 300-acre target area for a plaza was identified in the U.S., in concert with the public. Only about half of that 300 acre area will be used for the final plaza. The ongoing DRIC Study analysis has led to two alignments in Corridor X-10 and one in Corridor X-11. Several views of potential bridges were shown in each corridor.

Joe Corradino introduced the topic of Delray land use concepts. He noted that the work is based on a series of workshops with the community, from December 2005 through August 2006 that defined Planning Priorities. That work addressed Delray land uses with and without a new bridge. He explained that MDOT is a transportation agency, not a land use planning agency, but, realizing that transportation changes would affect land use, helped formulate the concepts shown in the meeting room.

Joe Corradino asked those in attendance use the comment forms to write down their ideas about what they like or do not like in the alternative land use concepts shown. He suggested that of about 200 single-family occupied dwelling units that could be would be affected by the plaza, MDOT can help relocate the residents (and the businesses) to the areas in Delray selected for redevelopment, if they choose to stay. This can be a catalyst for other redevelopment. There are

things like this that MDOT can do. This can complement activities by others. But, as time goes on, a partnership will have to be built with the City of Detroit and others to accomplish the redevelopment ideas shown.

Dan Church directed attention to the land use displays in the room. He then reviewed the major planning sectors encompassing Delray and pointed out several landmarks. Examining West Delray in more detail, he noted the arterials there, Dearborn and Springwells will continue to handle truck traffic in the future. Other areas are more subject to change. In west Delray, there are three areas that have potential for residential redevelopment. He explained how land uses might be set in various ways around these residential areas to promote buffering through park development, with multifamily uses along principal roads and light industry buffering the residential from heavy industry in other areas such as along Jefferson. The I-75 interchanges will have good potential for commercial development/redevelopment. Fort has potential for a retail hub and retail could be located near and west of Southwestern High School. The three land use scenarios, A, B, and C, were reviewed showing the varying emphasis put on different land use types. Dan Church concluded the discussion of West Delray with an oblique aerial view toward the river from the direction of I-75. This showed a “Gateway Boulevard” connecting across I-75 to Jefferson and the integration of improvements around Southwestern High School with nearby commercial and residential land uses.

In East Delray today, land use is more heavily oriented to industry. Alternative future land use Concept A has a little more orientation toward residential/commercial than B, which has more industry in support of logistics/warehousing. A sketch/rendering of East Delray showed these ideas.

### **Public Comments/Questions**

Bob Parsons asked for questions on this part of the program

**Q.** - Mr. George Moore said plazas would take houses. He wanted to know where residents who own such property stand. The newspaper reported that MDOT is talking to businesses.

**R.** – MDOT is talking to businesses for *inventory purposes only*, thus far. This is to establish the businesses’ needs and whether they might wish to remain in the area, if they were to be relocated. There will be a meeting in the latter part of July for residential property owners/tenants to determine their needs. But, there will not be any offer to acquire property at this point. There is no guarantee there is a project. Therefore, MDOT cannot make commitments. If there is a project, land acquisition could start in 2009.

**Q.** - Richard Rosen asked if it is true that no study has been done of air quality around the Ambassador Bridge.

**R.** - No air pollution readings or study from the area at the Ambassador Bridge is known to the DRIC Study Team.

**C.** – Mr. Rosen continued, noting that, while there are promises of economic development, the sketches show truck parking behind the high school. This border crossing corridor will be the

preferred by trucks [compared to the Ambassador Bridge, is implied]. Carbon monoxide will be high. Look at the area around the Ambassador Bridge. The truck parking area is called a plaza. A major deficiency of this plan is the location of the truck parking area. The people of Delray should speak out on this. Truck parking needs to be moved away from the high school.

**R.** – Carbon monoxide and particulate matter analysis will be done. EPA will monitor this. The concepts of the plaza with functions near the high school will be revised/refined based on this comment and similar comments received.

**C.** - Dorothy Alcala indicated she was raised in the area and that everyone keeps promising clean air. But, in reality, Delray keeps getting ignored. Children are dying of cancer. You think the authorities are listening? In Troy, when they ask for noise walls, they get noise walls. We don't need the trucks. There are trucks on Fort Street and all the other streets. Homes are shaking. If you close Livernois, I will have to go to Springwells. The Ambassador Bridge wants to add another bridge. There is no study of pollution because you don't want the study.

**R.** – MDOT has done work in the area and has reported the information on air pollution. MDOT's Gateway Project at the Ambassador Bridge is designed to get trucks off local streets. What we have heard is that residents don't want trucks on Livernois and Dragoon and we are trying to achieve that as well.

**Q.** - Tom Cervenak – In the plans shown tonight, south Rademaker seems to be taken out. Any thought to alternative use of the community center building there?

**R.** – The plans are draft. Your comment will be addressed in moving forward.

**Q.** - Chris Gulock – Hamilton Anderson was allowed to leave the DRIC Study Team. Before they left, they collected a lot of data. Did that data get used? Or is this a new effort?

**R.** - The Hamilton Anderson work has been used. The work shown tonight is more specific but is built on that earlier effort. For the record, Hamilton Anderson chose to resign, rather than end their involvement on another project.

**Q.** – Betty Hegedus said she is a lifetime resident. An *El Central* newspaper article says a six-lane, cable-stayed bridge will be added next to the Ambassador Bridge. So, if they do their project, does that mean there will be three bridges?

**R.** – We do not know whether that second span of the Ambassador Bridge will happen. Nonetheless, it is believed (by Joe Corradino) that the market won't support three bridges.

Bob Parsons thanked the speakers, indicating the presentation must move along, so other questions would wait until after the next portion of the presentation.

## **New Impact Analysis**

Joe Corradino said there are some changes and additions to the project's features. These include a "Gateway Boulevard", and utilities accommodated in an expanded plaza area. Additionally, there is a proposed new railway connector to serve Zug Island traffic.

The Gateway Boulevard is proposed as a road that carries traffic across I-75 to Jefferson. It would be two lanes in each direction with a narrow median in the center. It would neck down around the Produce Terminal to reduce impacts there. Joe Corradino noted the effects of that potential road connector are listed in the handout materials.

Major utilities, like sewers, must be moved. The utility realignment puts some of the eastern plazas at risk as the utilities have a hard time fitting between the plaza and Ft. Wayne.

Trying to remove the "coke train" from the track through Delray means putting in a turn in the track in the west end of Delray so that trains can move directly in and out of Zug Island and not go across Delray. A number of residences would be taken, if this were done. The intent is to remove train traffic from the rail line as it gets close to the plaza. It appears there may be an opportunity to also reduce the rail activity in Delray by relocating what is known as the Transflo facility at the east end of the line. Transflo could be relocated towards the Rougemere Yard on the other side of I-75. Together, making these changes would reduce the train traffic on the Delray line to virtually nothing. The presence of the train line, if it cannot be abandoned, jeopardizes those plazas that are laid out over the line.

## **Public Comments**

C. - Ed Mack noted a gentleman spoke earlier about truck traffic. I am a pedestrian crossing at Clark and it is almost impossible. Something has to be done in the land use planning to protect the pedestrian.

## **New Alternatives**

Bruce Campbell explained that continuing engineering of the river crossing system's interchange has developed more alternatives. He explained the process that generated those new ideas, called Value Planning. A set of expert engineers met for a week in January to review the project. Two new concepts came out of this. The drawings shown are very preliminary. They may change or may not work upon further analysis as there is some concern the curves are too tight and trucks could roll over. But, the idea is to continue to check ideas in an attempt to reduce impacts.

Bruce Campbell explained Alternative Interchange Concept #1 has tighter curves leading to and from I-75, meaning fewer impacts to the businesses and other land uses along Fort, compared to other alternatives.

Alternative Interchange Concept #2 tightens the curves even more and has some reduced local access. It has even fewer impacts.

Bruce Campbell also explained that between December and January, Alternative # 14 was developed. It would minimize I-75 access at Livernois and Dragoon, but keep full access at Springwells and Clark. Alternative #14 would have 45 mph design curves, like the earlier alternatives.

**Q.** - Will any part of Fort Street be closed?

**R.** - No. Both Fort and Jefferson will stay open, as they are today.

**Q.** - Anthony Alcala asked if anyone is going to police the trucks that go onto other streets.

**R.** – Bruce Campbell said that one thing experience shows is that the best way to get trucks off local streets is to provide direct connections to the freeway. Every plaza concept allows trucks to go directly to I-75 without going on local streets.

**Q.** - Tom Cervenak said Dearborn Avenue is not mentioned in the discussion. Was it considered for change?

**R.** - Bruce Campbell said it was looked with the split interchanges. With the railroad coming under I-75, there is little to be done at Dearborn Avenue.

**Q.** - Mr. Rosen: Is it legal for trucks to travel on a city street? We at least need signs.

### **Upcoming Meetings**

Joe Corradino announced that April 26 will be a CSS meeting to blend the land use planning concepts shown tonight with physical treatments of various crossing components. The time and location will be announced of the CSS meeting will be announced as soon as arrangements are confirmed.

The next LAC meeting will be next Wednesday, March 28. Preceding that will be the monthly drilling meeting. Eight holes are now complete.

Remember the web site is [www.partnershipborderstudy.gov](http://www.partnershipborderstudy.gov).

# Attendees

# DETROIT RIVER INTERNATIONAL CROSSING PROJECT

## Public Meeting

March 21, 2007 - 5 PM to 8 PM

## Meeting Notes

Southwestern High School

### Attendees

1. Victor Abla
2. Anthony Alcalia
3. Dorothy Aleala
4. Maggie Anderson
5. Felicia Anderson
6. Mario Angelito
7. Obdula Angelito
8. Ann Arnold
9. Jeffery Baker
10. John H. Benczick
11. Mr. Benedict
12. Darrel Blair
13. Constance C. Boduron
14. Emma Jean Brenson
15. Fermin P. Bugomigrou
16. Lucille Bussey
17. Adalin Capote
18. Carlos Capote
19. Efren Cardoza
20. Tom Cervenak
21. Shirley Cockrel
22. Eddie Cockrel
23. Robert Cross
24. Mary Ann Cuderman
25. P. C. Davidson
26. Hector Diaz
27. Marie Duran
28. Rudolph Dye
29. Ilene Dye
30. Julie Ebsch
31. Janice El Zelwic
32. Sylvia Elizalde
33. Alfredo Fernandez
34. Sam Flatt
35. Richard Foote
36. Danny Franklin
37. Monica Garcia
38. Domingo Gonzalez
39. Hugh Graham
40. Chris Gulock
41. Jose Guzman
42. Deborah Haddrill
43. Jerome Hall

United Citizens of SW Detroit

St. Paul AME Church

Deloitt Products Co.

U of D Mercy

CDC and DUAC

Bergie's Transort Inc.

Delray Community House

Business owner

Don Graham Funeral

City Planning Commission

44.	Korey Hall	Senator Debbie Stabenow
45.	Charita Hardy	St. Paul AME Church
46.	John Harris	Congressman John Conyers
47.	Emad Hasan	Marathon Gas Station
48.	Elizabeth J. Hegedus	
49.	Kathleen Henderson	
50.	Maria Hernandez	
51.	Jose Luis Hernandez	
52.	Alice Heugel	
53.	Mike Hickey	
54.	Robert Hohlfelder	Riverview Board of Zoning
55.	Pat Holland	
56.	W. M. Isak	
57.	Betty Jarret	
58.	Juan Jimenez	
59.	John Nagy	Delray Community Council
60.	Cedric Jones	
61.	Jennifer Jones	
62.	Terry Kennedy	
63.	LaVerne Kent	St. Paul AME Church
64.	Sean Ketelhut	
65.	Fernando Leija	
66.	Delores Leonard	Sierra Club
67.	Justin D. Lewis	
68.	Edward Mack	
69.	Richard Marckwardt	
70.	B. McCallahan	Senator Debbie Stabenow
71.	Geraldine Mickie	
72.	D. Miller	
73.	Edward Moore	Councilman Kwame Kenyatta
74.	Charles Moore	
75.	George Moore	St. Paul AME Church
76.	Bill Muir	DRTP
77.	Caddie Nagy	
78.	Dena Nagy	
79.	Tobias Navarrete	
80.	Orlando Olivo	
81.	Jason Orow	DJ Liquor
82.	Jeff Paylor	
83.	Brian Peters	State Senator Ray Basham
84.	Isabella Ramirez	Holy Redeemer Catholic church
85.	Martha Reeves	Detroit Councilwoman
86.	Paula Rodgers	
87.	Richard Rosen	
88.	Eva A. Samuel	
89.	Richard Schleyer	Detroit Public Schools
90.	Joe Schultz	U of M College of Urban Planning
91.	Carol Shearer	
92.	Charles Shird	
93.	Roland Stamps	
94.	Eugene Stanek	

95. Haggard Taylor
96. Gary Taylor CTE
97. Angel Thompson
98. Shaquilla Thompson United Citizens of SW Detroit
99. Irma Torres
100. Steve Toth
101. Janet Totsky
102. Felicia Venable-Akinbode Detroit Public Schools
103. William Venson
104. Silverio Vicente
105. Gloria Vicente
106. Juan Villalobos
107. Leslie Walden Detroit Friends Meeting
108. Perlinda White
109. Debra A. Williams
110. Logan Winston Univ. of Michigan

# Comment Forms

# The Detroit River International Border Crossing Comment Form

The Michigan Department of Transportation (MDOT) is sponsoring this Detroit River International Corridor Study in southeastern Michigan. The Environmental Study Phase of the project involves stakeholders and the public through several rounds of meetings over the period ending in 2007. The purpose of the Detroit River International Corridor Study is 1) to provide safe, efficient and secure movement of people and goods across the Canadian/US border on the Detroit River area to support the economics of Michigan, Ontario, Canada, and the US; and 2) to support the mobility needs of natural and civil defense.

## GET INVOLVED!

A series of meetings will be held during this study. If you would like to receive notice of future meetings, and have not already received a mailing, please give us your name and address.

\*\*\* PLEASE PRINT CLEARLY \*\*\* Your name will be held confidential

Name \_\_\_\_\_

Address \_\_\_\_\_

City / ZIP \_\_\_\_\_

Email \_\_\_\_\_

How did you learn of this meeting? (Check One)  Newspaper  Mailer  Word of mouth  
 Radio  Television  Other \_\_\_\_\_  
Specify

## TELL US WHAT YOU THINK.

We want to know what you think the issues are that affect your area. Is there an issue we should address? Anything you have to say is important. Use the space below and on the back. Or, call 1-800-900-2649.

Leave a message or add your name to the mailing list, if you have not already done so.

*I HAVE CONCERNS OF PROPERTY VALUE, POLLUTION (INCREASED)  
EFFECT ON BUSINESS!*

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City / ZIP \_\_\_\_\_

Email \_\_\_\_\_

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 Radio  Television  Other \_\_\_\_\_  
Specify

## TELL US WHAT YOU THINK.

We want to know what you think the issues are that affect your area. Is there an issue we should address? Anything you have to say is important. Use the space below and on the back. Or, call 1-800-900-2649.

Leave a message or add your name to the mailing list, if you have not already done so.

I would like someone to contact <sup>me</sup> about my  
land, My House was burned Friday March 6, 07  
I am concerned about the land under my  
property and how much it is valued now.  
I want to be approach by M-Dot, no one else  
I want something to be build, that the  
community can use, even though I had a  
loss that I can be proud to say my house stood  
there at one time and look what was build  
there.

71st Marion  
S/w Detroit High School

# The Detroit River International Border Crossing Comment Form

D.S. attended all meetings  
in the beginning...

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I have been down in the S/w Detroit area  
over 20 years, know the area very well,  
including Ontario Detroit River Bridge, Dun  
Company, which I'm the Controller is in  
the City, Chemical operations just North one  
mile from Fort St. I find that Sandwich  
Ontario, and the determination has been  
made South and Del Roy across all  
land area from Dearborn Street, the  
most attractive and progressive to  
future land use and business in the  
transportation and manufacturing, its  
developments and sale abilities to both the  
Canada and America Federal Systems... JMB