

DRAFT

The Detroit River International Crossing

PUBLIC MEETING



June 20, 2007

Meeting Summary

Detroit River International Crossing Study
Public Meeting
June 20, 2007, 5:00 p.m.
Southwestern High School
SUMMARY

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| Mailed Invitations: | 10,000 (approx.) |
| Mailers Returned: | 603 |
| Invitations Distributed: | 1,800 |
| <u>Newspaper Advertisements</u> Detroit Free Press/Detroit News (Detroit Zones) (Wednesday, June 20, 2007) Michigan Chronicle (Wednesday, June 13, 2007) Latino Press (Thursday, June 14, 2007) Arab American News (Saturday, June 9, 2007) News-Herald/Downriver (Sunday, June 10, 2007) | |
| <u>Public Access Television Stations 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): | 236 |
| Number of Speakers: | 23 |
| Number of Written Questions/ Comment Forms: | 12 |

**Detroit River International Crossing Study
Public Meeting
Southwestern High School
June 20, 2007
5:00 to 8:30 p.m.**

Meeting Notes

DRAFT/PRELIMINARY MEETING NOTES
DETROIT RIVER INTERNATIONAL CROSSING PROJECT
Public Meeting
June 20, 2007 – 5:00 p.m. to 9:00 p.m.
Southwestern High School

Purpose: To inform the public of progress in refining the Practical Alternatives, based on public input, engineering (including MDOT's Value Planning workshop), environmental analysis, and consultation with U.S. Customs and Border Protection.

Attendance: See attached.

Discussion:

Bob Parsons, the Michigan Department of Transportation (MDOT) Public Hearings Officer, opened the meeting welcoming everyone. He announced that the purpose of the meeting was to examine the proposed narrowing of the list of Practical Alternatives. He noted that Arabic and Spanish translators were available to assist those present who spoke those languages to understand the presentation. Fatima Aidibi and Harvey Santana introduced themselves in Arabic and Spanish, respectively.

Special guests were then introduced: Korey Hall of U.S. Senator Stabenow's office; James Slaughter of U.S. Representative Cheeks-Kilpatrick's office; Jane Mackey of U.S. Representative Conyers' office; Karen Kavanaugh of State Representative Tobocman's office; Brian Peters of State Senator Basham's office; Roland Stamps of Detroit City Council Member Conyers' office; Denise P. Smith of Detroit City Council Member Jones office; Edward Moore of Detroit City Council Member Kenyatta's office; and, Earline Jones of Detroit City Council Member Reeves' office.

Bob Parsons explained the sign-in procedure for those who wanted to speak after the presentation. He introduced Mohammed Alghurabi, the MDOT Project Manager.

Mohammed Alghurabi thanked everyone for attending the public meeting. He noted that there were monthly Local Advisory Council (LAC) meetings in addition to public meetings, like the one being held tonight. He indicated tonight's meeting was to review the proposed narrowing of alternatives with respect to plazas and interchanges. It would not deal with any changes in alternatives to the river crossings. Mohammed Alghurabi introduced Joe Corradino, the project manager for the consultant team.

Presentation:

Joe Corradino explained that the graphics arrayed around the room consisted of alternatives proposed to be eliminated (to his left), alternatives that would be carried forward in the process (on the back wall), and land use proposals (to his right). He noted that the handouts distributed to those in attendance consisted of a set of PowerPoint slides, which he would use to present the work done in terms of the narrowing of alternatives, as well as the report on that subject.

Joe Corradino explained the overall DRIC study began early in 2005 and is scheduled to continue until the end of 2008. By the end of 2007, the Draft Environmental Impact Statement will be published.

Joe Corradino explained that in December of 2005 the first phase of the study covering Illustrative Alternatives came to an end with the identification of an "Area of Continued Analysis." The Illustrative Analysis covered the area along the Detroit River from Grosse Ile to Belle Isle. In moving to the Area of Continued Analysis in and after December, 2005, numerous workshops were held with the community

that identified an area in Delray of approximately 310 acres that could be devoted to plaza development. The plaza is the area where tolls are collected and Customs and Border Protection provides security. It was known at that time that only about one-half of that acreage would ultimately be used for the plaza, but it was important to allow flexibility as the plaza alternatives were being developed; therefore, the larger area

He next reviewed crossings X-10a, X-10b, and X-11. Based on those crossing locations, and definition of the general plaza area by the Community, a set of preliminary Proposed Alternatives was developed. These were first presented to the public on March 29, 2006. Data from that set of alternatives and information presented at that time is on the Web site. Thereafter began a process to refine the preliminary Practical Alternatives resulting in a meeting on December 5, 2006, at which impacts of the preliminary alternatives were presented. This is the same information that is on the graphics of the alternatives arrayed around the room and on the Web site.

Early in 2007, a "Value Planning" session was held with a number of planners and engineers to review the interchanges of the alternatives that had been developed to that point. Additionally, discussions were undertaken in the first half of 2007 with U.S. Customs and Border Protection (CBP), with respect to the plaza layout and security.

Finally, because the extensive utility relocation required through the area, another public meeting was held on March 21, 2007 to review these issues with the public. This meeting also covered land use concepts for the Delray community and the concept of a "Gateway Boulevard".

Joe Corradino then discussed the reasons for proposing eliminating Interchange D. It is a split interchange which would isolate West Delray from the area to the north and was rated poorly for its engineering performance and cost.

Joe Corradino noted two new options were developed to address community impacts in the Fort Street area: Interchanges G and H. Further analysis indicated that Alternative G was feasible and would be carried forward in the DRIC Study. But, Alternative H was not feasible from an engineering point of view, so it was dropped.

There were four basic layouts for plazas: P-a, P-b, P-c, and P-d. U.S. Customs and Border Protection indicated Plaza P-b was not viable because it straddled the Delray railroad. Discussions with the railroad owners found that it would be impossible to abandon that railroad. Consequently, Plaza P-b is proposed for elimination.

Continued analysis indicated that much of the rail traffic can be removed from the railroad; therefore, it is believed acceptable to have the railroad adjacent to the plaza.

Plaza P-d spread the plaza functions too widely making that layout inefficient. So, it too is proposed for elimination.

Joe Corradino then summarized each of the alternatives considered and why seven were proposed to be eliminated and eight to be carried forward for analysis in the Draft Environmental Impact Statement.

Joe Corradino next showed the footprint of the remaining Practical Alternatives. He noted all residential property owners and tenants covered by the footprint would be invited to one-on-one interviews that would be held over the three-day period July 31, August 1, and August 2 at the Delray Recreation Center. The purpose of these sessions is to allow individual property residential owners/tenants to speak one-on-one with MDOT Real Estate representatives to understand the process of acquisition and their rights, on

the one hand, and to tell the MDOT representatives of their needs, on the other hand. No offers to purchase property would be made; that could not occur unless the project was approved which is expected in late 2008. The residential property owners will be notified in the mail in advance of the meeting, and both owners and renters are welcome. Owners of businesses and churches covered by the footprint are being interviewed at their place of business/worship.

Joe Corradino pointed to a computer in one corner of the room indicating it was possible for individual property owners/tenants to request their properties be brought up on the screen so they could see how the alternatives would affect them.

At this point, Len Kozachuk and Dave Wake of the Canadian team were introduced.

Public Comments/Questions

Bob Parsons opened the question-and-answer period. He called the speakers in the order in which the sign-up slips were received.

- Q.** Mr. George D. Moore: Regarding the homes that are in the footprint areas, when will they be acquired? And what about damage caused by the vibrations from the deep drilling?
- R.** Property acquisition would not occur until 2009. The purpose of the workshops on July 31, August 1, and August 2 is to answer this kind of question. Sherry Piacenti and Paul Saunders of the MDOT Real Estate Division were in attendance and could answer questions of this type during the course of the evening, if the speaker would seek them out at the back of the room. Also, with respect to vibrations from the deep drilling program, monitors were placed around the drilling locations and no vibrations that would cause structural damage were recorded.

Joe Corradino added that it was his understanding that every day at a certain period in the afternoon, some people in Delray could feel vibrations. These were related to the underground salt mining ongoing near the area but did not stem from any MDOT activities.

- Q.** Darrell Bryant: I've lived here 35 years and the salt mines are not a problem. The effects of I-75 are a problem. You're just running people out of their homes.
- R.** There will be noise analysis done of noise created along I-75. Certain standards have to be met. As a result, it is likely that noise buffering walls will be installed. A final determination on this issue will be part of the Environmental Impact Statement. The issue of relocation of residential property owners/tenants will be the subject of three days of meetings on July 31, August 1 and 2.
- C.** Darrell Bryant: All there is is red tape. Nothing's going to get done.
- C.** Don G. Megdanoff: I've lived here 52 years. In 1963, the truck traffic increased with the interstate. There have been more and more trucks since then. The EPA is studying my house. They say I have to keep my windows closed. I live on a residential street. The trucks are using Springwells, especially Springwells and Lafayette.
- R.** The proposed Gateway Boulevard will not be a truck route. Dearborn and West End/Springwells will continue to be truck routes.
- C.** Michelle Garrity: I signed in at the last meeting and specifically made the comment that I wanted to get notification. I was promised that I would, but I did not. The citizens are not getting their notifications.

- R:** DOT will continue to try to get the notifications out in a number of ways. He noted for this meeting there were house-to-house distributions as well as mail, e-mail, fax, and TV notification, and he asked how the speaker heard about the meeting?
- C:** Michelle Garrity said she had heard about the meeting through her church. She then asked that, if all the alternatives affect people 30 percent of whom are below the poverty level, how they will be able to sustain rents in another neighborhood?
- R:** There are specific rules for relocation of renters as well as home owners. People have to be provided decent, safe, and sanitary dwelling units. Issues related to relocation will be addressed at the three-day meeting.
- Q:** Michelle Garrity: Will every property owner be notified of the meeting, including renters.
- R:** Yes. Visits have been made to the owners of two large apartment buildings to ensure their tenants were advised of the meeting dates.
- C:** Michelle Garrity: I believe people are uninformed. How are the tenants getting information?
- R:** We have talked with many, and in some cases, where the tenants are Hispanic, we have provided a translator.
- C:** Michelle Garrity: Southwest High School has low enrollment. You're going to push it down by moving people out of the neighborhood. Have you looked at that?
- R:** We've talked to the school, we've talked to the school system, and we've talked to neighbors around the school. In the land use plan is a proposal to broaden the Southwestern High School campus.
- C:** Michelle Garrity: As a teacher and member of the Military Avenue Church, I'm still disappointed in the community outreach.
- R:** We certainly appreciate any help you would give us in getting the word out.
- C:** Victor Abl: I've been to many meetings and signed up many times but have not been mailed a notice. I was personally offended. This time, I did get a flyer in my door. But, those on Rademaker didn't get flyers.
- R:** Thank you for this information.
- C:** Barbara Brown: I'm from Military Avenue Church, and I have a letter to be included in the minutes, which I'm going to read out loud. [Refer to attachment to the meeting notes.]
- C:** Brenda Franklin: I've been going to Military Avenue Church for 18 years, and I can't believe you would affect the church.
- R:** We have communicated with Dr. Brown about the potential impact on the church, and we will continue to work with the church.
- C:** Kathy Casson: How far north of I-75 does the project go? We've seen the effects of I-75 when it got built. Why don't you build the new crossing up at Bluewater or put all the trucks up there.
- R:** The footprint is limited to the area immediately adjacent to the I-75 frontage road not a block or more in. There will be a number of properties that would be acquired for the project along I-75. Please take the time to look at the information on the computer. On the issue of the Blue Water Bridge, in coming to the decision in the Delray the need for more capacity to this location for a new bridge in the Delray area, the DRIC looked at traffic needs all up and down the river. That need is best met in the Delray area. The demand is at the Windsor-Detroit border.

- C. Les Cadman: I got two notices to this meeting. If a second span to the existing bridge is built, there won't be any DRIC. When trucks come off the DRIC plaza, there will be no traffic lights to create congestion. It's important to get out people who are interested in the DRIC, and they've been coming. Now, we're getting people with ulterior motives.
- R. Traffic with the DRIC will not feed out onto neighborhood streets nor will that happen at the Ambassador after the Gateway Project, now underway, is completed. The traffic that now comes onto Fort and then along Clark will be gone. It will go straight to the interstate. People must realize that traffic will be much different with these projects than today. Furthermore, our earlier work north of I-75 on the DIFT project found that residents were highly concerned about traffic on Livernois and Dragoon and we've attempted, through the DRIC project, to address that by making it more difficult for trucks to use those streets. This will not isolate the neighborhood, but it will make it more difficult for trucks to use streets like Livernois and Dragoon.
- Q. Norbert Motowski: I'm representing All Saints Catholic Church and am curious about the West End and Dearborn interchanges; whether there will be continued truck traffic, and whether they will be reconfigured.
- R. These interchanges feed industry, so there will be truck traffic on West End/Springwells and Dearborn. We are studying the realignment of the Springwells interchange. No changes are planned at Dearborn.
- C. Maria Finn: I'm a resident of the area since 1950, and I worked at the border for a broker for 12 years. This DRIC project is important. My parents' home is in the way of the project. We lost a home earlier on Lafayette. I believe we need to strategize communication and do better to reach the people.
- C. Tom Cervenak: I represent People's Community Services in the Delray area. I have been involved in this project for a long time. I believe the communication being used is state-of-the-art. The outreach has been phenomenal. It's sad to hear that some people were not aware of this meeting. It's hard to understand.
- R. There are people in this room who went door-to-door north of I-75 and through Delray to deliver notices of this meeting. Twenty-one churches got packets of flyers about the meeting. Mr. Alba, for example, is on three separate mailing lists. We will continue to try as hard as we can to inform people.
- C. Edith Megdanoff: I'm a member of Military Avenue Church, and I don't want to see it broken down. I live in the first farmhouse built in the area. I get trucks all the time. I've been part of an EPA study. One of my kids has lead poisoning. My husband is in failing health. A number of my neighbors have died of lung and bone cancer. I can't believe you want to tear my church down. Mostly, I'm worried about the kids. I got a notice to the January meeting after it was held. You're going to take homes and provide nothing. How are you going to pay for the anger?
- R. Please allow Sherry Piacenti of MDOT at the back of the room to speak with you one-on-one to address your questions.
- Q. Steve Toth: My dad lives here. If you buy him out, what about taxes? How will he pay for taxes in a new higher-valued home?
- R. I don't have an answer on taxes at this time. We are studying that question. Please come to the housing meetings at the end of the month.
- C. Cedric Jones, Sr.: I've been in the neighborhood for 15 years. The last thing you want to do is tear down the Military Church. There's a food bank there; there are youth programs; there are many community outreach programs.

- C. Mrs. Jones: We need that church. Take *your* house down.
- C. Earl Cain: I live by the Junction crossing [X-11]. Everything I see is arrogance. We had drilling, one hole on the west and one hole on the east to where I live. Somebody came to my door, but they left before I could answer. I called out to them, and they said they were letting me know about the start of drilling. I'm one of 12 residences that would stay in that east Delray area. I've been in my house 50 years. Am I supposed to be right next to a bridge? We are left behind when everything else gets done. You need to consider those that are left.
- R. The plaza area will include a buffer, so typically, from the east side of it, you would not be next to the plaza or the bridge. Please let us see where you are and how you are affected.
- C. Earl Cain: It's an insult to be left isolated next to the bridge.
- R. Isolating one or several houses is not the purpose of the project. But, property at some distance from the bridge and plaza cannot be purchased without a sound reason.
- C. Leah Hudson: I want to thank you for what you've been doing. Our people know about the meetings. Neighbors tell one another about these meetings. What people want to know is about trucks and relocation. I suggest having someone talk about housing at the public meeting. Plus, I also suggest you limit the question time so that everybody gets a chance to talk.
- R. The issue of housing is personal, and it's hard to discuss publicly. That's why we encourage everyone to come to the meetings of July 31, August 1 and 2, to talk one-on-one with the real estate representatives of MDOT about their unique housing situation.
- C. Lucy Garcia: You need a bigger place for the meetings. You need to do TV announcements and newspaper announcements.
- R. We do a media release. As you can see, TV stations are here tonight. There was also an article in the newspaper today.
- Q. Frederick Myers: As an architect, I recognize the need for communication. This week there was a 90-minute delay at Port Huron. Whatever happens, if this is DRIC project is built, there will be disruption. There will be social upheaval. Are geological considerations being addressed? The bedrock varies from sulfur to salt here. The location will have to deal with subsurface conditions.
- R. The DRIC involves a drilling program to address the possible presence of salt cavities. This is true in the United States and in Canada to deal with the kind of issues you just talked about. We will have a report in December, 2007.
- C. Frederick Myers: I'm concerned about social upheaval. There needs to be a plan for integrating I-94, I-96, I-75, and 401 in Canada.
- R. Comment acknowledged.
- C. John Nagy: I've been a resident of Delray for 52 years. I'm happy with this great turnout tonight. It's important for the community to come to these meetings. It's funny that some people still don't know that this project is going on. The Delray Community Council has 600 members, and we went door-to-door to make sure that every one of them knew about this project. I believe that the public is going to have some say over this as a public bridge as compared to the alternative. Community leaders must educate the people they lead to improve the quality of life.
- C. Gloria Sanchez: I'm a resident of Southwest Detroit north of I-75. My concern is all the brown haze. There are empty houses with broken windows. Why? We need to clean up the fields of bad chemicals.

- R. Where MDOT acquires property, it has to be cleaned up.
- C. John M. Bendzick: Others in the business community, like myself, would like to bring back Alternative 4. You said the reason for its being eliminated is CBP. If you eliminate that alternative, you will have community resistance. Development of this project will have to stay west of Green Street. Alternative 4 is the best. You need to bring the Detroit City Council into the process.
- R. That Alternative is not proposed to be eliminated because of any concerns of CBP. It is proposed to be eliminated because the people in the community felt it would isolate them plus the engineering analysis of Alternative 4 showed it to be a relatively ineffective option.
- C. John M. Bendzick: If that's true, the DRIC is going to die on the vine. You're shoving it down Livernois and Dagoon. The other alternatives affect the east end and Military Church too much. There are more fine structures on the east than on the west.
- C. John Nagy: (Addressing John Bendzick) When you talk about bringing officials into the process, we know about that. We have testified in front of the legislature. We have gone to the City Council. They have held meetings and hearings. They are aware of the project and the process.
- C. Maria Finn: I have an immediate concern about communication. I alert people as much as I can, when I can, but I'm out of town a lot. My concern is that business people know about these meetings. They would like to hear more.
- R. We have gone to the Fort Street Business Association, and Sherry Piacenti has contacted a number of the businesses that could possibly be relocated by the project on a one-to-one basis.
- C. We need the collaboration of the police and Customs. They need to get together to control the drivers and where they go. The drivers need to be prohibited from coming into the neighborhoods.
- C. Mary Ann Cuderman: Trucks on municipal streets in Canada are a huge problem. Enforcement is almost impossible as truckers come through the area and then immediately leave and go to the U.S.

Mohammed Alghurabi announced that the next meeting of the LAC would be at 7 p.m., June 27th at Southwestern High School. Observers are welcome. This is a once-a-month meeting of community leaders always held on the last Wednesday of the month.

The meeting ended at 9:00 p.m.

DETROIT RIVER INTERNATIONAL CROSSING PROJECT

Public Meeting

June 20, 2007 – 5:00 p.m. to 9:00 p.m.

Meeting Notes

Southwestern High School

Attendees

(Listed Alphabetically)

1. Marilyn & Mike Abbie
2. Victor Abla
3. Troy Adamson
4. Clifton Adamson
5. B. Alexander
6. Mitchel Alexander
7. Kenneth Allen
8. Maggie Anderson Southwest Organization
9. Felicia Anderson
10. Geanette Anderson Military Ave Church
11. Crystal Anderson
12. Jeffrey Baker
13. Therese Bellaimy Detroit Tube Products
14. Anthony Benavides
15. John H. Bendlick
16. Patricia Benedict Resident
17. John H. Benelzick DeWitt Products Co.
18. Alison Benjamin SDEV
19. Charlie W. Berger
20. Peter Berna
21. Darrell Blair
22. Constance Bodurow University of Detroit Mercy
23. Erma Bow
24. Lorene V. Bradley Resident
25. Patrick J. Brennan
26. Emma J. Brenson CDC & Delray Senior
27. Sherrie Brent
28. Seymour Bresler
29. Emily Brown Military Ave Church
30. Chris Brown Military Ave Church
31. Stephanie Brown Military Ave Church
32. Barb Brown Military Ave Church
33. Robert Brown
34. Randan Brown Military Ave Church
35. Rebecca Brown
36. Darrell Bryant Resident
37. Elizabeth Bryant Resident
38. Regina Bryant Resident
39. Luciele Bussey St. Paul A.M.E. Church
40. Armando Bustamonte Resident
41. Grace C. Resident

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| 93. | Leah Hudson | |
| 94. | Delores Jackson | |
| 95. | Joseph Jackson | Resident |
| 96. | Shilla Jackson | |
| 97. | Delvin Jackson | |
| 98. | Jerry Jarrett | Resident |
| 99. | Jennifer Jones | |
| 100. | Cedrick D. Jones | Military Ave Church |
| 101. | Theresia D. Jones | Resident |
| 102. | Kathy Jones | |
| 103. | Earline Jones | City Council Martha Reeves |
| 104. | Irene Kar | |
| 105. | Jim Kavalos | |
| 106. | Karen Kavanaugh | Rep. Tobocman's Office |
| 107. | Bert Kelly | Business |
| 108. | Terrance Kennedy | |
| 109. | L. Kent | St. Paul A.M.E. Church |
| 110. | Sean Ketelhut | |
| 111. | Dustin King | Resident/Military Ave. Church |
| 112. | Len Kozachuk | URS Canada |
| 113. | Joseph Koziara | c/o 3472 Livernois |
| 114. | Ila Mae Lancedorfer | |
| 115. | Eileen Lantzy | Resident/All Saints Parish |
| 116. | Stephen Lemley | Resident |
| 117. | Delores Leonard | |
| 118. | Jane Mackey | Cong. John Conyers Jr. |
| 119. | Deborah Martinez | |
| 120. | Arthur Martini | Resident |
| 121. | Hassan Masbouth | |
| 122. | Elizabeth McCann | Latino Family Services |
| 123. | Thomas McCrockey | Resident |
| 124. | Gloria McPhail | |
| 125. | Don G. Megdanoff | Resident |
| 126. | Edrich Megdanoff | Resident |
| 127. | Geraldine Mickie | Resident |
| 128. | Klaus Miller | Resident |
| 129. | Jou Miller | |
| 130. | Doris Miller | |
| 131. | Sabyasachee Mishra | Wayne State University |
| 132. | Brant Mitchell | |
| 133. | Iuo Monti | Resident |
| 134. | Joyce Moon | Resident |
| 135. | Charles Moore | KCAB |
| 136. | Edward Moore | Kwame Kenyatta/City Council |
| 137. | George Moore | St. Paul A.M.E. Church |
| 138. | Barb Moore | |
| 139. | Robert Morgan | Resident |
| 140. | Don Norbert Mortowski | All St. Catholic Church |
| 141. | Sean Mossatr | |
| 142. | Tonya Mullen | Mack Alive |
| 143. | Robert Nace | |

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| 144. | John M. Nagy | |
| 145. | Jackie Nash | Resident |
| 146. | Bill Neuder | |
| 147. | Mary Sue O'Conner | |
| 148. | George Osborn | Resident |
| 149. | Pam Osborn | |
| 150. | John Oskarek | |
| 151. | Jeffrey P | |
| 152. | Debra P. | City of Detroit |
| 153. | Anthony Paglialungo | |
| 154. | Dorthy J. Paquette | |
| 155. | Mary Lou Patlato | Military Ave Church |
| 156. | N. Patton | Detroit Free Press |
| 157. | Mary Perkins | Resident |
| 158. | Vito Persivo | |
| 159. | Brian Peters | Sen. Basham |
| 160. | Elaine Piotrowski | |
| 161. | Joe Polak | Detroit International Bridge Co. |
| 162. | Gary S. Pollard | |
| 163. | John R. | Resident |
| 164. | Sally B. Ramon | Resident |
| 165. | Lisa Randon | Resident |
| 166. | Omar Remirez | Club International |
| 167. | Humberto Reyna | Resident |
| 168. | James Roach | |
| 169. | Colleen Robar | |
| 170. | Juan Rodriguez | Southwest Solutions |
| 171. | Marlene Rodriguez | Resident/Military Ave. Church |
| 172. | Frank Rodriguez | Century 21 |
| 173. | Jerry Rosenfield | |
| 174. | Toni Ruczkowski | Resident |
| 175. | John H. S. | |
| 176. | Steve S. | |
| 177. | G. Salsberry | Messiah/SWDIA |
| 178. | Eva Samuel | |
| 179. | Gloria Sanchez | Resident of Detroit |
| 180. | Paul Sander | MDOT |
| 181. | Ruth Schlessler | Military Ave Church |
| 182. | Rita D. Screws | MDOT - Detroit TSC |
| 183. | Diana L. Selz | Resident |
| 184. | Vinnie Shokrie | Gangi Properties |
| 185. | James Slaughter | Congresswoman Kilpatrick |
| 186. | Amy Slavko | Business |
| 187. | Denise P. Smith | City Council Brenda Jones |
| 188. | D. Solane | |
| 189. | Frank Soranno | |
| 190. | Alan Stamm | |
| 191. | Roland Stamps | Detroit City Council, Monica Conyers |
| 192. | Randolph Stevens | |
| 193. | Robert Stevens | |
| 194. | Bill T. | |

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| 195. | Mae Talton | Randolph Career & Technical Center |
| 196. | Sadie M. Taylor | |
| 197. | Gary D. Taylor | CTE |
| 198. | Mr. & Mrs. Haggard Taylor | |
| 199. | John Taylor | |
| 200. | Floyd Tigney | |
| 201. | John Toje | Land Owner |
| 202. | Steve Toth | |
| 203. | Charles Usher | Business |
| 204. | Johnnie Usmor | |
| 205. | Vanessa Valelovins | Southwest Solutions |
| 206. | Azucena Villarreal | |
| 207. | Mr. & Mrs. Leslie Walden | Detroit Friends Meeting |
| 208. | Steve Walker | |
| 209. | Brenda Warr-Bates | Resident |
| 210. | Morris Wells | Detroit Police Homeland Security |
| 211. | Clarisa Wheeler | |
| 212. | Stanley Wieczorek | Livernois and Military |
| 213. | Debra A. Williams | |
| 214. | Roy Winston | |
| 215. | Walter Wylie | |
| 216. | Pedro Zamora | Club International |
| 217. | Virginia Zeigler | |
| 218. | Joseph Zubor | |
| 219. | Linda | Resident |
| 220. | Resident | |
| 221. | Resident | |
| 222. | Nazeeh | Wilcox |
| 223. | Kenneth | Southwest Solutions |
| 224. | Resident | |
| 225. | Edward | Resident |
| 226. | Robert | |
| 227. | Apex Signs | Business/Military & Resident |
| 228. | Resident | |
| 229. | Resident | |
| 230. | Resident | |
| 231. | Resident | |
| 232. | Bill | |
| 233. | Jesus | |
| 234. | Resident | |
| 235. | Resident | |
| 236. | Resident | |

**Detroit International Bridge Crossing Study
Attachment to Notes of June 20, 2007
Public Meeting**

[Letter from Barbara Brown, Military Avenue Church.]

Military Avenue Evangelical Presbyterian Church

1002 Military Ave. Detroit, MI 48209 Ph. 313 407 2093
WWW.Militaryaveepc.com RevRanB@aol.com

Saturday, June 16, 2007

Dear Mr. Mohammed Alghurabi, PE
Project Manager of DRIC;

While we appreciate the information you delivered to us in the last couple of weeks concerning the impact of the DRIC, we still have several concerns. It is undeniable that this project will bring serious negative impacts on our community. Based on your estimates, the one hundred and fifty percent increase in truck traffic alone will disrupt the life of this community. We easily envision serious traffic jams around our community, more truck traffic through the streets where we live and our children play, plus the added traffic at interchanges because you intend to reduce our accesses to I75. So we will have two exits for our neighborhood instead of three. Though you have not completed your studies, the impact of slowed and more numerous trucks will obviously negatively impact our air quality. We will not at this point continue to list all the negative impacts but wish to let you know that we continue to see the DRIC as a negative for our community.

Now, we also continue to be concerned for the impact of your work on Military Ave. Church. At the April 2007 meeting our pastor was told (by one of your staff people within minutes of entering the room) that that our buildings on the service drive would probably be condemned. This would include our Family Center and a new addition we hope to open this fall. At that meeting Dr. Brown approached Mr. Corridino, who told him that the Livernois exit would definitely be closed. Of course closing that exit alone would make our ministry much less available to hundreds of volunteers who help us, as well as those members of our congregation who do not live in the immediate community.

At the May meeting he was told by another staffer that if our property was in jeopardy that we would have been notified. This divergent communication causes confusion and stress. Last week we were furnished four drawings created in 2006. The name "Military Ave. Church" appears on three of those drawings under the title "possible acquisitions." Yet we were not informed that our Church was listed along with only a few others as possible acquisitions. It seems amazing to us that we were so prominently represented on your drawings and did not receive even a letter from MDOT notifying us of this. As stated above we did not learn that our property was in jeopardy until April 2007.

According to your documentation you suppose to take some pains to protect the community and neighborhood characteristics. Our church opened its doors in 1902 and has served this community non stop for one hundred and five years. Currently our primary mission remains to develop and encourage Christian living and growth through worship services and Christian education. We also serve this community through many ministries that reach our general public; we tutor children, we feed the poor, we run summer programs which draws hundreds of children from the community, we run sports programs, we are also adding a new feature to our facilities that will create a safe place

for kids to go after school, and we involve hundreds of volunteers from the suburbs of Detroit in these programs. This fall we are starting a job training program to accompany our after school programs through the new addition to the Family Center.

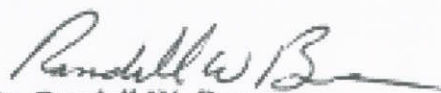
Our church is a thriving ministry and is well known locally and nationally within our denomination as a ministry to this urban community. We have distributed petitions to our supporters which state the following:

We the undersigned wish to show our opposition to any plans MDOT has in building a bridge to Canada that would hinder the work of **Military Ave. Evangelical Presbyterian Church**. Such hindrance would include making the church less accessible by closing the exit at Livernois & I 75, removing the buildings of the church, or making the church less visible by altering I 75 and obscuring the location.

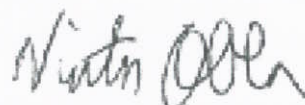
We will have thousands of signatures on such petitions if given time to do so. Some of those signatures are from people in our community, others from people in the larger metropolitan community. Our church as we said above is connected to over ten thousand people just in the metropolitan area.

We now ask that you would do everything within your power to do no harm to our facilities or to hinder our work. The loss of our facilities would definitely harm the community and neighborhood characteristics of southwest Detroit. The loss of access caused by closing the Livernois exit would obstruct the hundreds of volunteers who arrive via the freeway. Finally, any construction that would hide our buildings from the view of I75 would diminish our ability to be known in the neighborhood and the larger metropolitan area we serve. Please leave us in tact. Our work presents many challenges as it is, and we are concerned your project will cause harm to us and those whom we serve.

Sincerely,



Dr. Randall W. Brown
Pastor, Military Ave. EPC



Mr. Vic Abla
Clerk of Session, Military Ave. EPC



Ms. Charlie-Grace Lee
Ruling Elder, Military Ave. EPC



Mr. Paul Hardin
Ruling Elder, Military Ave. EPC

Comment Forms

The Detroit River International Border Crossing Comment Form

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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.

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Name _____

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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.

HOW WILL INCREASED TRUCK TRAFFIC AFFECT
RKS. ON GREEN N. OF I-75 TO W. LAHAVETTE
INCLUDING NOISE, AND POLLUTION OF THIS
AREA.

THE INCREASED TRUCK TRAFFIC ON I-75 NOW!
HAS ALREADY AFFECTED OUR HEALTH. HOW WILL
THE NEXT INCREASE? WILL HURT US MORE

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I'm still thinking about moving or not, out of Delray. I would like to see our neighbors look more pretty and cleaner. I would like to see more of Shopping Store, Cleaners (Landway Ma Children Playgrounds, Recreation Center, more beautiful homes, employment offices.

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The fears of the Community can be traced to the construction of I-75. The people were not treated fairly. The only way people could get a fair price for their property was to take MDOT to court. The Homeowners won their case. And did get a better-fairer price. It took years to get a settlement. We have been down this road before - Have you?

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I AM CONCERN ABOUT
THE RATS IN SOUTH WEST
DET

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WHAT EVER NEW DEVELOPEMENT THAT PANS OUT
WILL BE AN IMPROVEMENT TO THE CITY

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HEAVY TRAFFIC FILTERING INTO RESIDENTIAL
AREAS. THIS ALREADY IS A PROBLEM AND I
WORRY ABOUT IT GETTING WORSE. IT GREATLY
AFFECTS QUALITY OF LIFE ON OUR VERY
NARROW STREETS.

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Radio Television Other AT THE JUNE 20, 2007 MEETING
Specify

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RAISED IN DELRAY (MARRINGTON, SCHROEDER AND CROSLBY) INTERESTED IN THE
DEVELOPMENT OF DELRAY THROUGH ALDS, BRIDGES, HOMES, ETC.
PLEASE CONTACT ME WITH ANY AND ALL INFORMATION AVAILABLE

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① SHIFT WESTWARD/DOWNRIVER, IT MAKES MORE SENSE FOR
TRANSPORTATION LINKS AND FLOW, BOTH IN DETROIT
AND WINDSOR. SHIFT TOWARD INDUSTRY, NOT RESIDENTIAL

② THE LAND USE RENDERINGS/MAPS/DISCUSSIONS ARE
JUST "SMOKE & MIRRORS," WITHOUT ANY REAL HOPE
OF MATERIALIZING. YOU ARE SUGAR-COATING A
DIRTY, NOISY PROJECT TO LULL THE RESIDENTS OF
AN IMPOVERISHED AREA INTO SUBMISSION.

③ WEBSITE IS NOT USER-FRIENDLY OR WELL-MAINTAINED. →

The Detroit River International Border Crossing Comment Form

Additional Comments:

YOU NEED TO ORGANIZE IT SO PEOPLE CAN FIND
THE NEWEST MAPS/REPORTS FIRST, AND CAN NAVIGATE
THROUGH EASY SEARCHES, NOT BY DOWNLOADING HUGE
PDF FILES AND REVIEWING EACH ONE TO SEE IF
IT'S THE ONE I WANT.

If possible, please return this before you leave. If not, please mail it to:
Bob Parsons, Public Hearings Officer
Bureau of Transportation Planning
Michigan Department of Transportation
P.O. Box 30050
Lansing, MI 48909
Fax: (517) 373-9255

e-mail us by visiting our Web site at www.partnershipborderstudy.com

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 Radio Television Other _____
Several
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I personally receive at least 2 notices if not more for each and every meeting. My suggestion is to simply have a computer printout of your meetings for us to confirm our mailing addresses when we sign in. it might help

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Increase truck trafficking we
don't want dirt noise pollution
in are area we refuse to
live in this kind of environment
we will not be able to even
open the windows, we cant owe
a pool patio will be affected
from SUH from trucks danger
for gasoline trucks passing thro
to endanger our lives
Vote NO

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You are doing a better job getting the word out. Issues and concerns important to me and my family who live in this area is the terrible truck traffic and housing acquisition issues. Thank you for trying to address our concerns.

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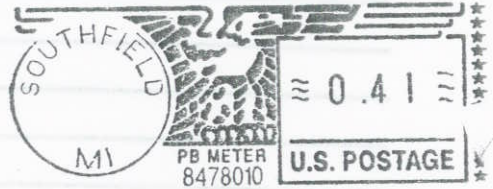
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Name _____

Border Crossing Project
20300 Civic Center Drive, Suite 410
Southfield, MI 48076
Project Office 248-799-0140
Field Office 313-843-0730 ext.228
www.partnershipborderstudy.com

How affected



LIVER NOISE
DRAGON
Waterman

Public Meeting Notice!

4820372246-33 0007