



Figure 7  
Local Area  
Detroit-Livernois and CP Expressway  
Terminals

Michigan Avenue (U.S. 12) connects Downtown Detroit to Dearborn and to several suburbs to the west. Michigan Avenue is important to this area's neighborhoods and businesses for efficient movement of people and goods.

Dix Highway and Fort Street (M-85) are important arterials that connect Downriver communities to the area. Other streets which are critical to this area's transportation network include: Jefferson, Vernor, Toledo, John Kronk, Wyoming, Miller, Springwells, Lonyo, Central, Green, Waterman, Livernois, Dagoon, Junction, Clark, Scotten, West Grand Boulevard, Rosa Parks Boulevard, 14th Street, and others.

There are two public transit systems presently serving this area of Detroit. The Detroit Department of Transportation (DDOT) has more than a half dozen routes that serve the area. Suburban Mobility Authority for Regional Transportation (SMART) offers service in and out of Detroit and the suburbs. It offers two lines that serve the study area—the Fort Street line and the Michigan Avenue line.

The transportation infrastructure within the DIFT study area is showing its age, due to its heavy use. Street pavement, railroad grade separations, and traffic control devices are part of the entire transportation system to be addressed for operations as well as safety considerations in the DIFT Project.

#### 4.2.2 CP Oak Terminal

CP Oak is located in the City of Detroit. A rail line has occupied the current location of CP Oak since 1871 when the Detroit, Lansing and Lake Michigan Railroad completed its east-west routing through the site. Existing rail activity in the proposed terminal area includes intermodal and conventional rail freight operations of Canadian Pacific Railway.

The study area for this rail yard is bounded by Lyndon Avenue on the north with the exception of a four-block area that extends up to Eaton Avenue, the Southfield Freeway on the east, and the railroad tracks and Burt Road on the west, forming a triangular shape area (Figure 8). Land uses in the study area are a blend of industrial, commercial, and residential uses.

The CP Oak study area has a population of about 9,300 people as of the 2000 Census. The minority population of the area is approximately 93 percent and about one percent of the residents are Hispanic. Approximately 29 percent of the area residents live below the poverty level.

CP Oak's primary north/south transportation route is the Southfield Freeway (M-39) providing connections to the Lodge Freeway (M-10) and I-696. Primary exits along the Southfield Freeway that serve the area include I-96 (exit 11), Joy Road (exit 9), and Grand River Avenue (exit 13). The main east/west route is I-96. Primary exits along I-96 that serve the area include the Southfield Freeway (exit 183), and Telegraph Road (exit 179).

The Southfield Freeway (M-39) is a north-south highway on the west side of Detroit that connects with I-75, I-94, Michigan Avenue (U.S. 12), I-96, and the Lodge Freeway (M-10).

I-96 originates at the Ambassador Bridge where it intersects with I-75 and I-94. It runs west through Lansing, Mich., and Grand Rapids before terminating at U.S. 31 near Muskegon on the western side of Michigan.