



I-375 Improvement Project

COMMUNITY CONVERSATION #1

MAY 17, 2017

375 Improvement Study Community Conversation #1 Agenda

- **5:00 – Doors Open/Review of Exhibits & Mingling with Project Staff**
 - **5:30 - Welcome - Robert Davis/Kelby Wallace/Janet Attarian/Vince Keenan**
Introductions of Public Officials & Advisory Committee Members
 - **5:40 - Why Here? Why Now? – Carrie Warren/Steve Lewis**
 - **5:50 - Setting the Table for this Evenings Conversation – Matt Webb**
 - **5:55 Roundtable Discussion #1 (Why Here? Why Now? & Purpose and Need) – Robert Davis**
 - **6:25 p.m. Review of Illustrative Alternatives – Kelby Wallace**
 - **6:40 p.m. Roundtable Discussion #2 (Illustrative Alternatives) – Robert Davis**
 - **7:25 p.m. Next Steps – Kelby Wallace/Steve Lewis**
- * Project staff available after 7:30 for additional discussion**

Why Here? Why Now?

1940 1950 1960 1970 1980 1990 2000 2010 2020 2030 2040



GRATIOT AT HASTINGS STREET

- National Federal Highway Act passed (1956)

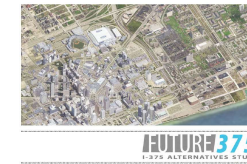
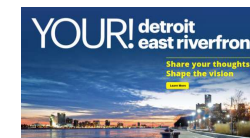


PARADISE THEATER



- Black Bottom
- Hastings Street
- Paradise Valley

- I-375 construction started (1959)
 - I-375 opens (1964)



- ★ We are Here
EA for 375 Improvement Study (2017)

- I-375 Feasibility Study/EA to improve access to riverfront (1998-2002)
 - MDOT Planning and Environmental Linkages (PEL) Study (2014)
 - Your!Detroit East Riverfront Study (2016-2017)
 - I-375 in MDOT Five Year Program(2022)

What We Learned in 2014?

- ✓ Established the Purpose & Need for Improvements
- ✓ Do Nothing is Not An Option
- ✓ Transformation of the I-375 corridor is a viable alternative that should be studied further
- ✓ Missing the land use vision



FUTURE375
I-375 ALTERNATIVES STUDY



Why Here? Why Now?



Why Here? Why Now?



YOUR! **detroit** **east riverfront**

**Share your thoughts,
Shape the vision**

[Learn More](#)



A new great urban space

Walkable, green,
human-scaled

- Preserving the residential character of neighborhoods to the east
- Providing new residential development to form an edge to complete the residential neighborhoods
- Providing safe and pleasant access to the riverfront
- Improving the pedestrian and bicyclist experience between neighborhoods to the east and downtown
- Providing a significant parking resource
- Mitigating traffic noise
- Concentrating vehicular traffic on the west, or City side



LAND USE VISION



What goes here to support proposed land uses?

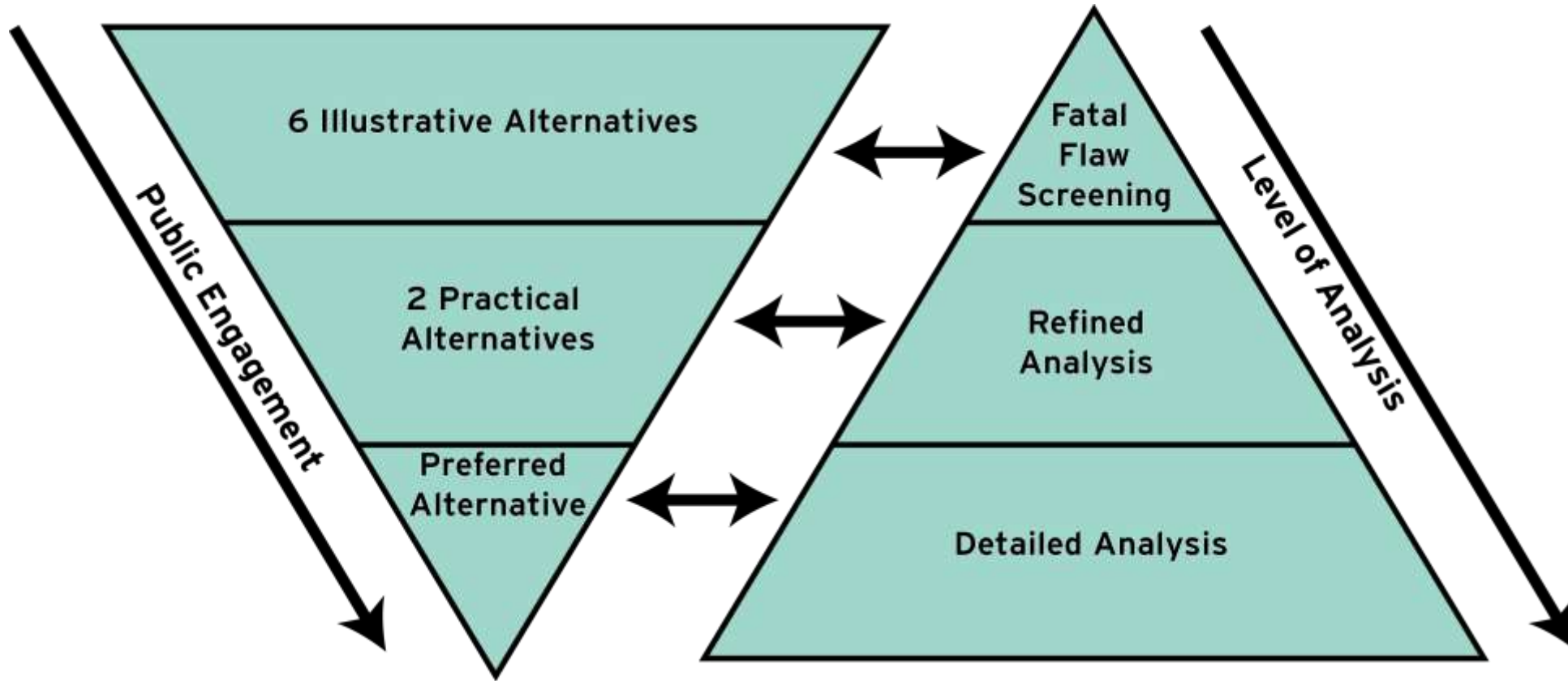


CITY of DETROIT

Setting the Table for Our Discussion



Study Area



National Environmental Policy Act (NEPA)

Proposed Purpose & Need For Improvements



**share your thoughts,
shape the vision**

Community Workshop
Tuesday, May 24

Please plan to join us on Tuesday, May 24 for the next community workshop. This will be an opportunity to see how your input from our first community workshop is shaping the future of the East Riverfront. A project presentation will be followed by an open house event and a chance to talk with the design team and drop by tables to learn about other riverfront programs and activities being planned. The event is free and open to the public!

This event will be held at Eastern Market's Shed 5 at 2234 Russell Street. A 30-minute presentation will begin at 6:00 pm with an open house following through 8:30 pm. Please hold the date for this exciting opportunity to share your thoughts and shape the vision of your riverfront.

Workshop Tours
Wednesday, May 25

Want to know more about the East Riverfront project and tour the site? Join us for walking tours on Wednesday, May 25, between 4:00 pm and 7:00 pm.

To participate in the tour, meet us at the Outdoor Adventure Center (5001 Alexander St). Each hour will be 90 minutes and a tour will depart every 30 minutes from the Outdoor Adventure Center. From there, we'll tour the riverfront and the surrounding area. The design team will share some of the ideas and opportunities that we've started to explore since our initial workshop. The tours are family-friendly and open to all ages.

In the meantime, if you have ideas, questions or concerns, don't hesitate to contact Rachel Harrison at rachel.harrison@cityoftoledo.org or phone 313.636.8234.





Table Discussion

- ❖ Why Here? Why Now?
- ❖ Study Area
- ❖ What do we need to fix?

- ❖ Capture your table comments, questions, concerns

- ❖ Designate spokesperson to report out



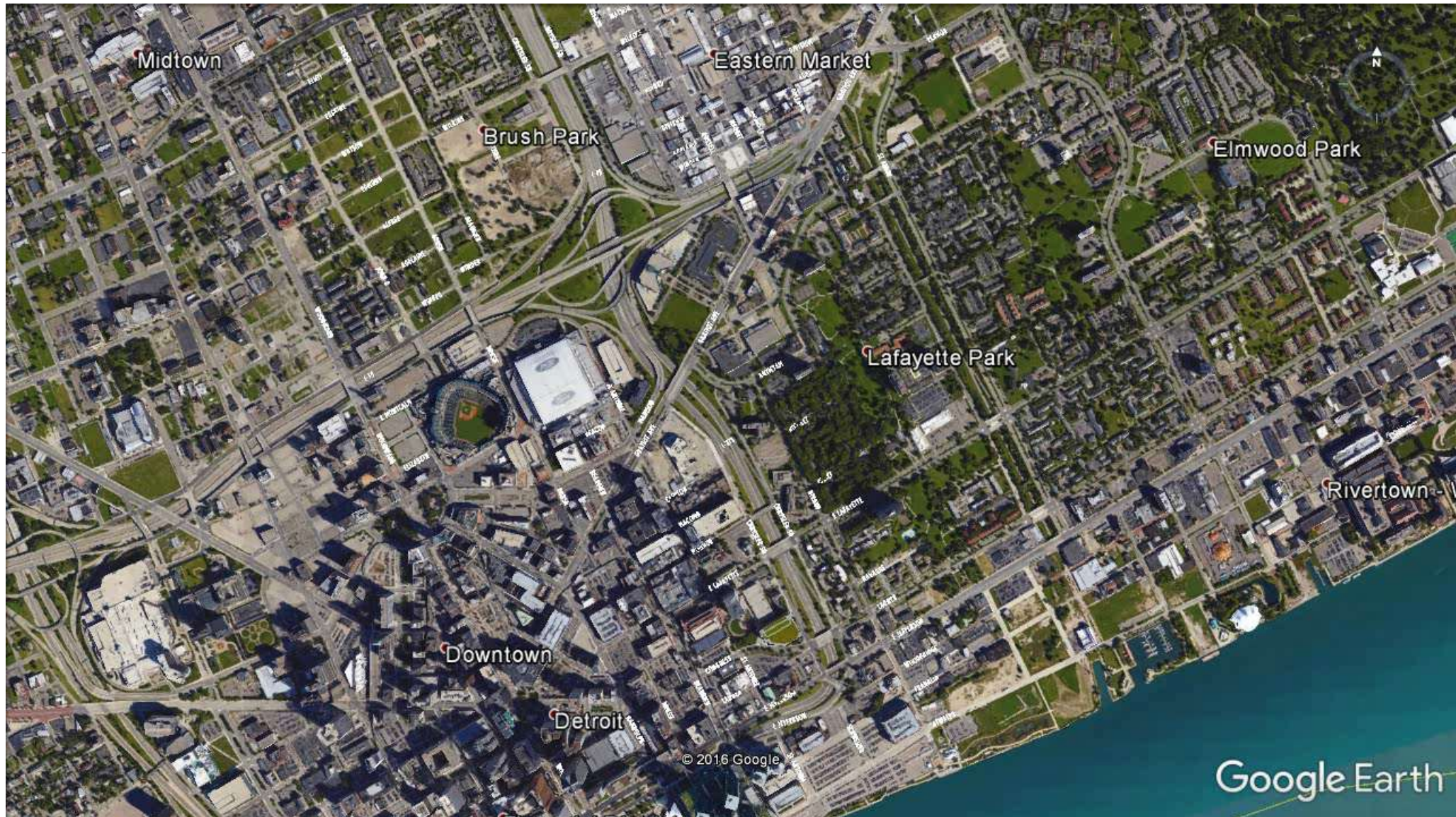


Table Report Out

❖ Identify top discussion
around Why Here?
Why Now?

&

What Needs to Be Fixed?



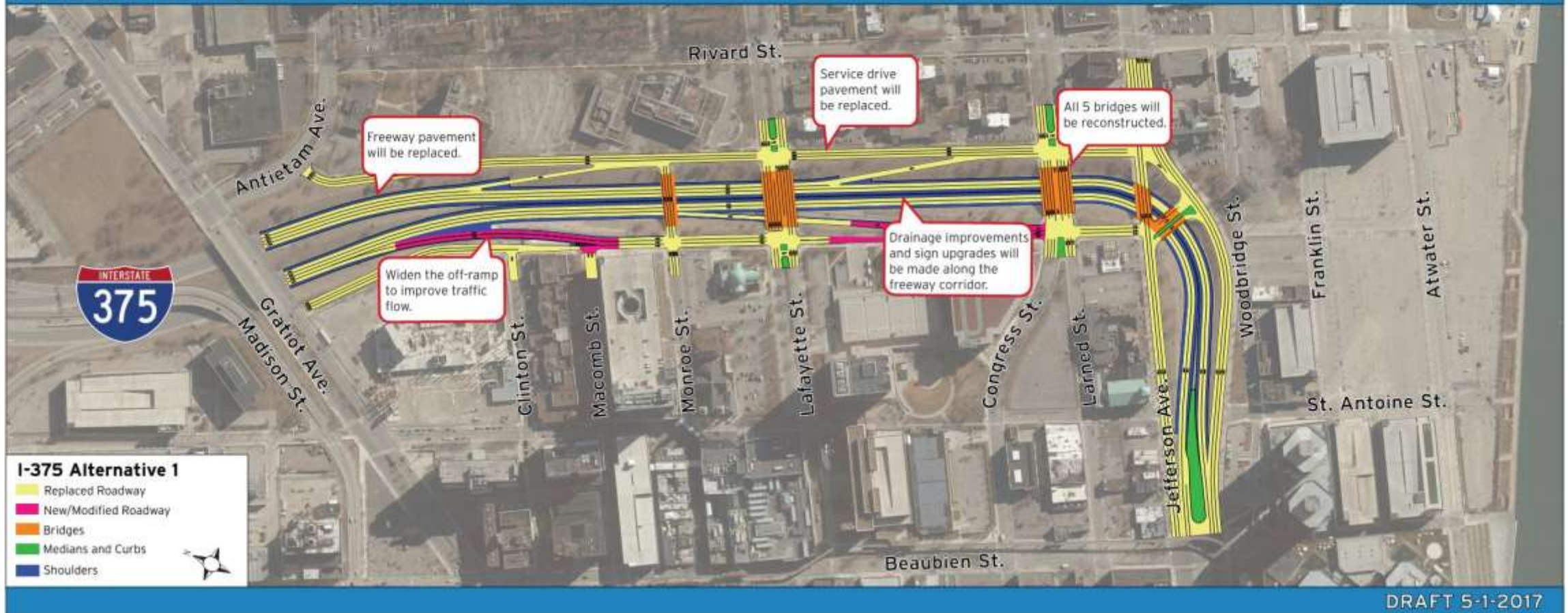


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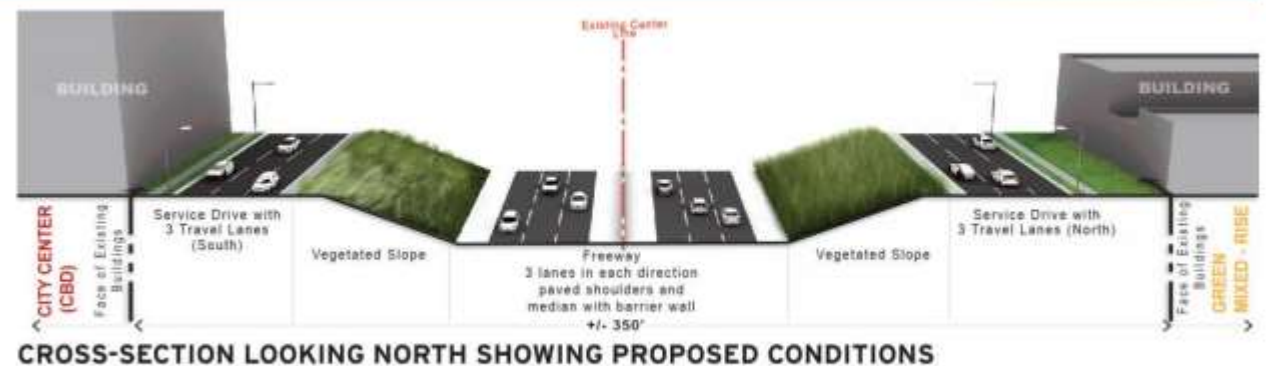
Setting the Table for Our Discussion

Illustrative Alternative 1: Reconstructed Freeway As Is

I-375 Improvement Project: Illustrative Alternative 1

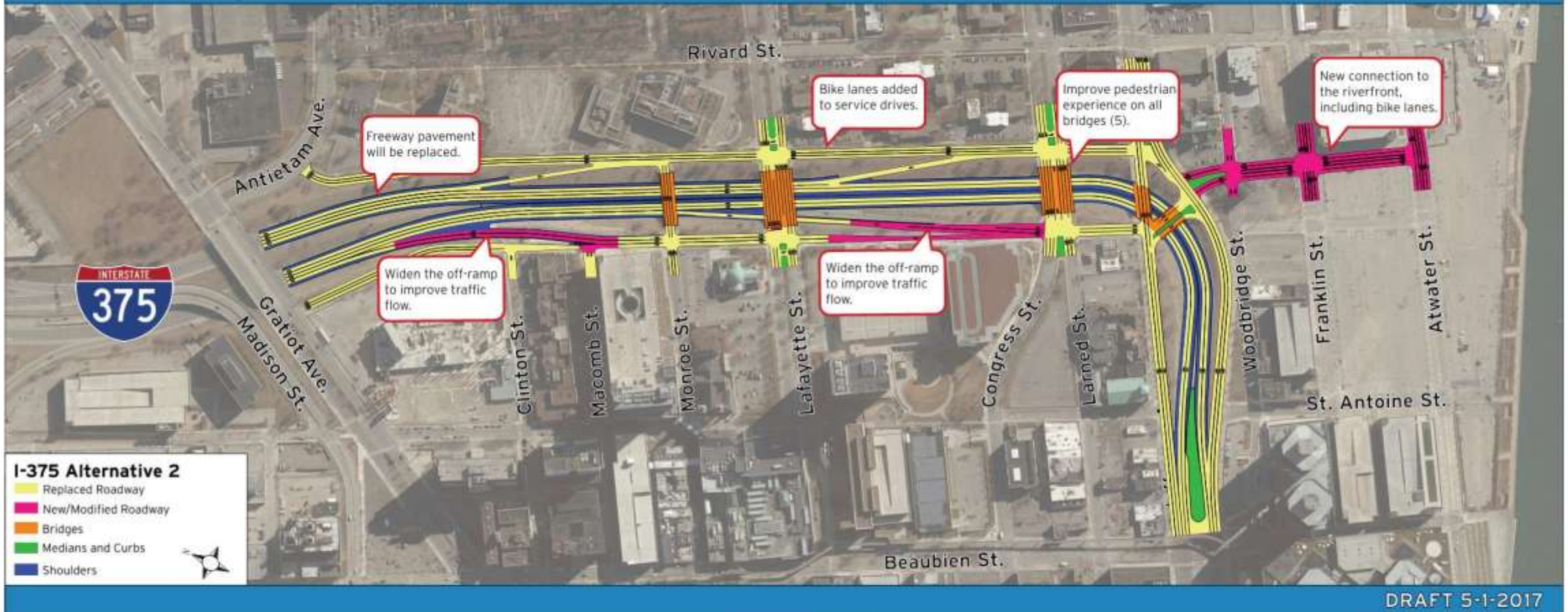


Alternative 1 will reconstruct the freeway as is within the existing right-of-way, with the exception of proposed ramp improvements/widening to the southbound off-ramps at Lafayette and Larned/E. Jefferson. No other significant changes are proposed under Alternative 1 beyond standard improvements such as sign upgrades, replacement of the existing bridges, upgrade of ramp signals and drainage improvements.



Illustrative Alternative 2: Reconstructed Freeway with Riverfront Connection

I-375 Improvement Project: Illustrative Alternative 2

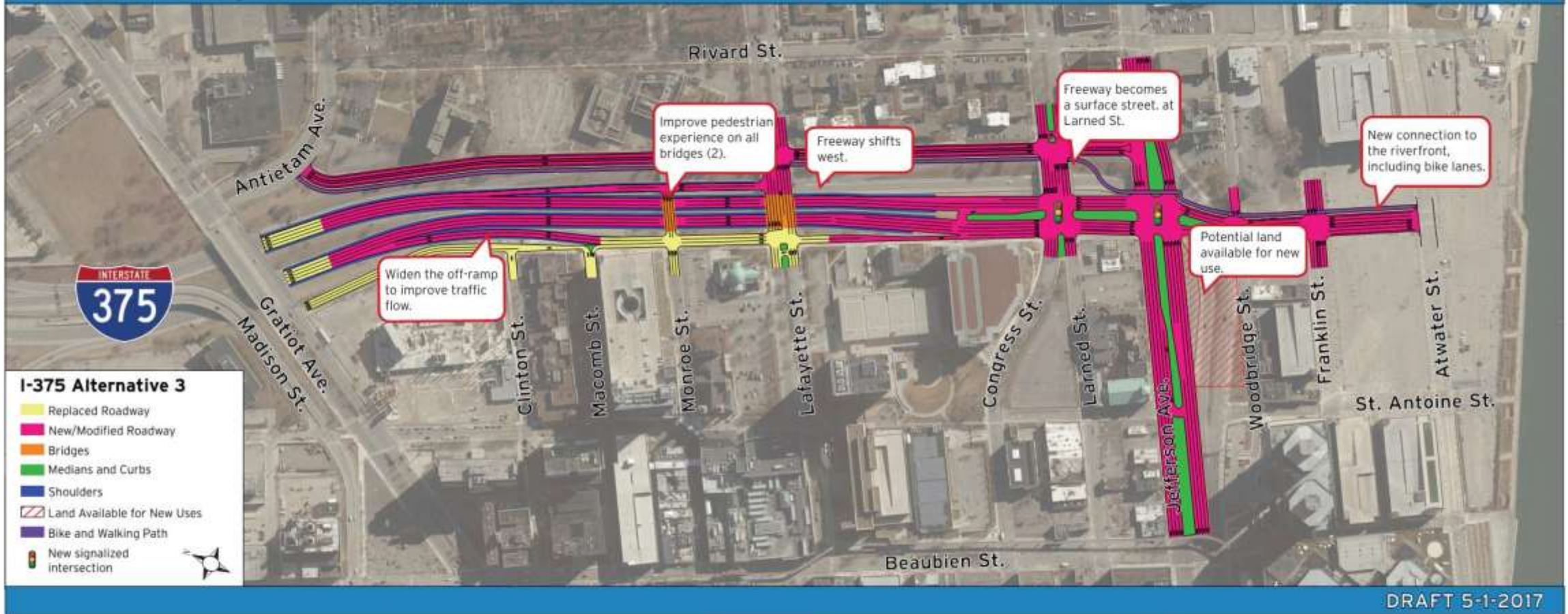


Alternative 2 is identical to Alternative 1, with the addition of addition of an at-grade roadway extension connecting Jefferson Avenue to Atwater Street that will provide improved access to the East Riverfront area. No changes to the freeway are proposed except for the addition of terraced stormwater management slopes would be constructed.



Illustrative Alternative 3: Freeway to Become Surface Street at Larned St.

I-375 Improvement Project: Illustrative Alternative 3



Under Alternative 3, the I-375 freeway would transition to a surface street south of Lafayette Avenue, and include intersections with traffic signals at Larned Street and Jefferson Avenue. The surface roadway was assumed to be four lanes in each direction between Lafayette and Jefferson. The surface roadway would continue through Jefferson Avenue to Atwater, with two lanes in each direction. The freeway portion would be shifted to the west approximately 85 feet.



Illustrative Alternative 4: Boulevard on the East Edge

I-375 Improvement Project: Illustrative Alternative 4



Under Alternative 4, the I-375 freeway would transition to a surface street, with four lanes in each direction, south of Gratiot Avenue, coming to a surface intersection near Clinton Street. The roadway would be aligned on the east side of the existing corridor footprint. Both service drives would be eliminated under this scenario. The new urban boulevard would continue south of Jefferson Avenue to Atwater Street with two lanes in each direction.

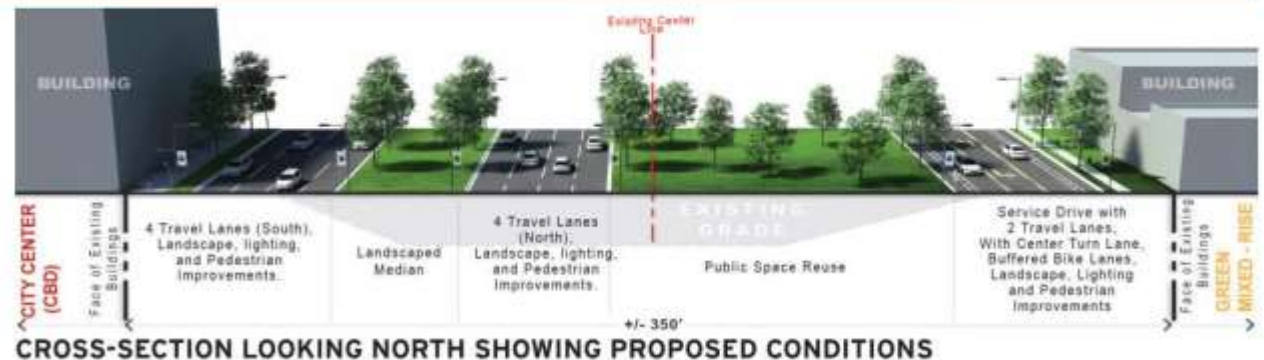


Illustrative Alternative 5: Boulevard on the West Edge

I-375 Improvement Project: Illustrative Alternative 5



Similar to Alternative 4, Alternative 5 would include a surface roadway with four lanes in each direction from south of Gratiot Avenue. However, under this alternative, the surface roadway would be aligned along the west (central business district) side of the corridor. The new urban boulevard would continue south of Jefferson Avenue to Atwater Street with two lanes in each direction. In addition, the northbound service drive would be maintained as a two-way local roadway.

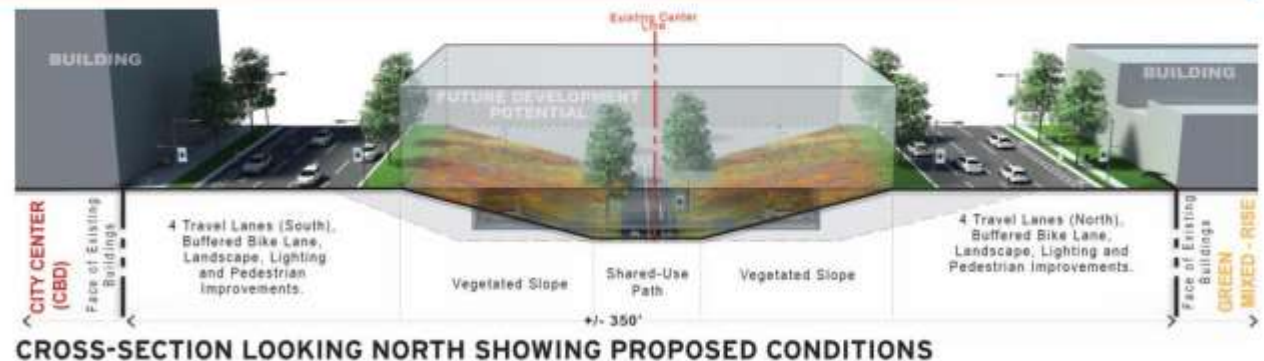


Illustrative Alternative 6: Two One-Way Streets with a Depressed Greenway

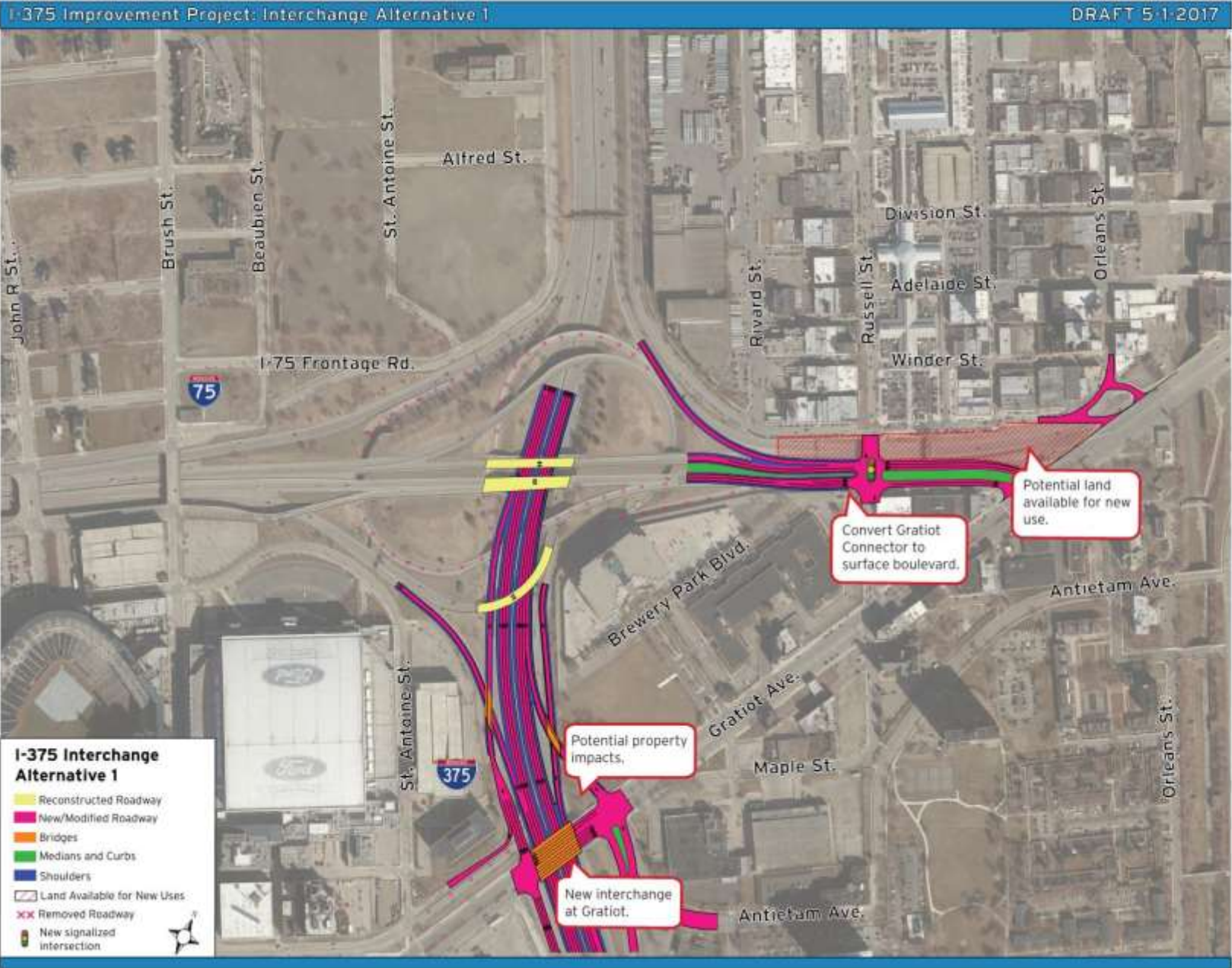
I-375 Improvement Project: Illustrative Alternative 6



Under Alternative 6, the surface roadway south of Gratiot Avenue would take the form of two one-way roadways, aligned with the existing services drives, with four lanes in each direction. The roadway would continue south of Jefferson Avenue to Atwater Street with two lanes in each direction.



Interchange Alternative 1

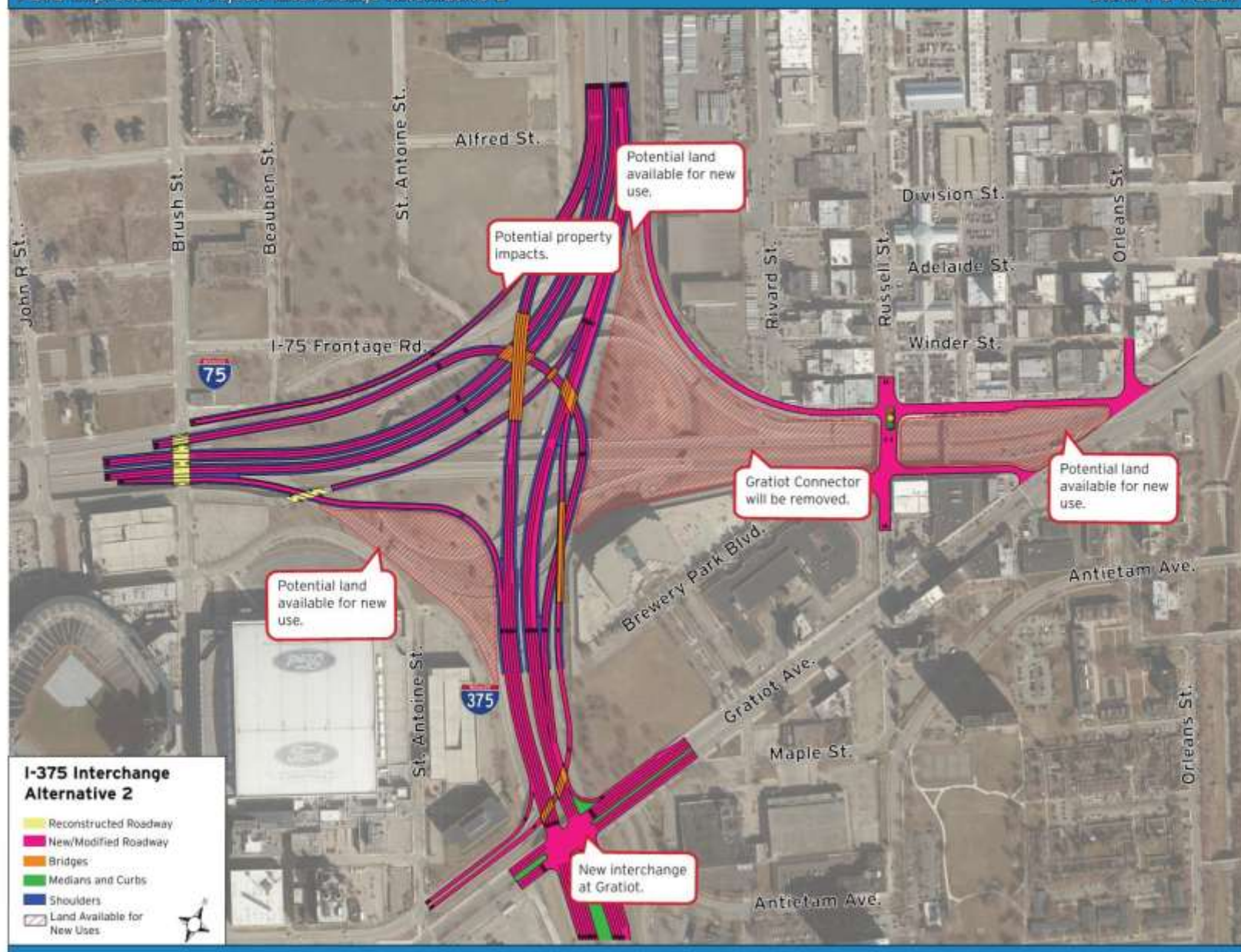


Alternative 1 is intended as a lower-cost upgrade of the interchange area, which would eliminate the current left-hand ramps to Madison Avenue, and create a more traditional interchange at Gratiot Avenue. It would also include conversion of the Gratiot connector to a surface roadway with a signalized intersection at Russell Street. This alternative is compatible with all six of the I-375 alternatives.

Interchange Alternative 2

I-375 Improvement Project: Interchange Alternative 2

DRAFT 5-1-2017



Under Alternative 2, the interchange area would be completely reconstructed, with I-75 reconfigured as the through-traffic movement. A surface street intersection would be created with Gratiot Avenue at I-375, replacing the need for the Gratiot connector and allowing for its elimination. In addition, new access would be created to and from the north on I-75 at Brush Street, and access to Madison Avenue maintained. This alternative is compatible only with I-375 Alternatives 4, 5 and 6.

Table Discussion

Want your feedback on:

- ❖ Corridor Alternatives 1- 6
- ❖ Interchange Alternatives

- ❖ Capture your table comments, questions, concerns



Table Report Out

- ❖ Identify Top 2 themes associated with alternatives



Next Steps

- ✓ Leave Comments Tonight
- ✓ Study Team Continues with Further Analysis and Refinement
- ✓ Continue Conversation with Advisory Committee Members
- ✓ Follow Progress on Study Web-site
- ✓ Late Summer - Next Community Conversation
Presenting Practical Alternatives

