

**I-375 ALTERNATIVES STUDY**  
**PUBLIC MEETING #2 SUMMARY**  
**JUNE 12, 2014, 2:00-8:00PM**  
**EASTERN MARKET SHED #2**  
**2934 RUSSELL STREET**  
**DETROIT, MI**

**INTRODUCTION**

Public Meeting #2 consisted of an open house format, including over 30 display boards and orientation presentations at 2:00pm, 4:00pm, and 6:00pm. Project team members were stationed at each series of boards to engage and field questions from attendees. The 30 display boards consisted of information and illustrations related to alternatives for the primary study areas, secondary study areas, and innovative corridor elements. The display boards were organized into four stations:

- Station 1: Introduction
- Station 2: Primary Study Area Alternatives
- Station 3: Secondary Study Area Alternatives
- Station 4: Ideas

Attendees were able to provide feedback by engaging with project team members, placing stickers on the evaluation boards located at each station, and submitting written comments.

Throughout the duration of the meeting, 199 attendees signed-in at the welcome station. However, 162 completed the attendee profile. As illustrated in Figure 1, approximately 60% of attendees live within or near the study areas, and an additional 24% of attendees commute to work within or near the study areas.

**Figure 1: Attendee Profile**

| <b>PROXIMITY OF HOUSING + WORK TO STUDY AREAS</b>     | <b># OF ATTENDEES</b> |
|---|-----------------------|
| I live in or near the study areas                     | 58                    |
| I live + work in or near the study areas              | 42                    |
| I work in or near the study areas but don't live here | 39                    |
| I don't live or work in the study areas               | 23                    |

## ALTERNATIVE FEATURE RATING

This document summarizes attendee evaluation of primary study area alternatives (Station 2), attendee evaluation of secondary study area alternatives (Station 3), attendee preference for specific corridor elements (Station 4), and written comments provided by attendees.

### Station 2: Primary Study Area Alternatives

This station included a summary board that diagrammatically compared each of the six alternatives and two boards for each of the six alternatives. The first board for each alternative provided illustrations, data, and information on the design concept. The second board for each alternative provided an opportunity for attendees to provide their feedback (negative, neutral, positive) on the major characteristics of each alternative and each alternative as a whole.

#### Alternative #1: Reconstructed Freeway As Is

Meeting attendees provided generally negative feedback on Alternative #1, specifically related to maintaining I-375 as a subsurface freeway. While other elements of Alternative #1 scored more favorably, the overall feedback was largely negative, with approximately 85% opposed and 10% in favor of the overall concept. See Figure 2 for complete evaluation results of Alternative #1.

Figure 2: Alternative #1 Evaluation Results

| ALTERNATIVE #1  |          |         |          |
|---|----------|---------|----------|
|   | NEGATIVE | NETURAL | POSITIVE |
| Maintaining I-375 as a subsurface freeway to allow high-speed access to downtown                  | 64       | 8       | 22       |
| Modifying two southbound ramps to improve operations and increase storage (i.e. queuing) capacity | 11       | 7       | 20       |
| Large, landscaped embankments along the freeway   | 15       | 10      | 22       |
| West Jefferson curve remains as existing  | 55       | 3       | 10       |
| <b>OVERALL</b>  | 86       | 5       | 10       |

#### Alternative #2: Reconstructed Freeway with Riverfront Connection

Meeting attendees provided mixed feedback on Alternative #2. Similar to Alternative #1, attendees were more so opposed to maintaining I-375 as a subsurface freeway. However, specific modifications that improve vehicular and non-motorized access score more favorably. Overall feedback on Alternative #2 was much more balanced than Alternative #1, with approximately 54% opposed and 37% in favor of the overall concept. See Figure 3 for complete evaluation results of Alternative #2.

Figure 3: Alternative #2 Evaluation Results

| ALTERNATIVE #2  |          |         |          |
|---|----------|---------|----------|
|   | NEGATIVE | NETURAL | POSITIVE |
| Maintaining I-375 as a subsurface freeway to allow high-speed access to downtown                      | 40       | 3       | 26       |
| Modifying two southbound ramps to improve operations and increase storage capacity                    | 5        | 5       | 27       |
| Creating new riverfront connection from East Jefferson (secondary movement, requires exiting freeway) | 9        | 4       | 51       |
| Addition of bike lanes along Service Drives   | 8        | 0       | 46       |
| <b>OVERALL</b>  | 64       | 4       | 44       |

#### Alternative #3: Freeway Transitions to Surface Street at Larned

Meeting attendees provided generally positive feedback on Alternative #3, specifically related to the conversion of I-375 to a surface street at Larned to eliminate the Jefferson Curve. Other elements of this alternative that improve vehicular and non-motorized access also scored favorably. Overall feedback on Alternative #3 was generally positive, with approximately 58% in favor and only 32% opposed to the overall concept. See Figure 4 for complete evaluation results of Alternative #3.

**Figure 4: Alternative #3 Evaluation Results**

| ALTERNATIVE #3  |          |         |          |
|---|----------|---------|----------|
|   | NEGATIVE | NETURAL | POSITIVE |
| Converting I-375 to a surface street from Larned south to eliminate Jefferson curve and create direct riverfront access | 11       | 3       | 61       |
| Conversion of northbound service drive to two-way local street  | 19       | 3       | 31       |
| Creating new riverfront connection directly from principal roadway  | 6        | 1       | 50       |
| Creation of new greenway space to buffer neighborhood from principal roadway and create non-motorized opportunities     | 3        | 6       | 54       |
| <b>OVERALL</b>  | 41       | 13      | 74       |

Alternative #4: East Edge Boulevard

Meeting attendees provided generally positive feedback on Alternative #4, specifically related to the conversion of I-375 to a surface street throughout the primary study area. Other elements of this alternative that improve vehicular and non-motorized access and create residual development parcels adjacent to the Central Business District (CBD) also scored favorably. Overall feedback on Alternative #4 was generally positive, with approximately 65% in favor and only 34% opposed to the overall concept. See Figure 5 for complete evaluation results of Alternative #4.

**Figure 5: Alternative #4 Evaluation Results**

| ALTERNATIVE #4  |          |         |          |
|---|----------|---------|----------|
|   | NEGATIVE | NETURAL | POSITIVE |
| Replacing I-375 as surface boulevard to create new access, reduce speeds, reduce pedestrian crossing distances, eliminate Jefferson curve | 19       | 2       | 56       |
| Creating new riverfront connection directly from principal roadway  | 8        | 2       | 34       |
| Developing greenway/bikeway feature along east side of new boulevard  | 3        | 3       | 47       |
| Creation of potential development parcels on the west (downtown) side of the corridor   | 9        | 8       | 44       |
| <b>OVERALL</b>  | 42       | 1       | 79       |

Alternative #5: West Edge Boulevard

Meeting attendees provided mixed feedback on Alternative #5. Specific features of the alternative scored favorably, including the conversion of I-375 to a surface street throughout the primary study area and improved vehicular and non-motorized access. However, overall feedback on Alternative #5 was much more balanced than Alternatives #3 and #4, with approximately 52% in favor and 41% opposed to the overall concept. See Figure 6 for complete evaluation results of Alternative #5.

**Figure 6: Alternative #5 Evaluation Results**

| ALTERNATIVE #5  |          |         |          |
|---|----------|---------|----------|
|   | NEGATIVE | NETURAL | POSITIVE |
| Replacing I-375 as surface boulevard to create new access, reduce speeds, reduce pedestrian crossing distances, eliminate Jefferson curve                                   | 20       | 2       | 52       |
| Creating new riverfront connection directly from principal roadway  | 7        | 1       | 45       |
| Conversion of northbound service drive to two-way local street with bike lanes  | 16       | 5       | 30       |
| Creation of potential greenway/storm water management space along east side of corridor between principal roadway and local roadway, with long-term redevelopment potential | 20       | 9       | 39       |
| <b>OVERALL</b>  | 41       | 6       | 52       |

### Alternative #6: One-Way Pair of Surface Streets and Below-Grade Greenway

Meeting attendees provided mixed feedback on Alternative #6. While specific features of the alternative scored favorably, including the conversion of I-375 to a surface street throughout the primary study area and improved vehicular and non-motorized access, other features were met with both negative and positive response, including the configuration of one-way paired surface streets and the reuse of below-grade space for a multi-use trail. Overall feedback, similar to Alternative #5, was much more balanced than Alternatives #3 and #4, with approximately 51% opposed and 40% in favor of the overall concept. See Figure 7 for complete evaluation results of Alternative #6.

**Figure 7: Alternative #6 Evaluation Results**

| <b>ALTERNATIVE #6</b>   |                 |                |                 |
|---|-----------------|----------------|-----------------|
|   | <b>NEGATIVE</b> | <b>NETURAL</b> | <b>POSITIVE</b> |
| Replacing I-375 as two parallel one-way streets to create new access, reduce speeds, reduce pedestrian crossing distances, eliminate Jefferson curve, and make direct riverfront access | 32              | 2              | 38              |
| Creating new riverfront connection directly from principal roadway  | 12              | 2              | 39              |
| Reuse of below-grade space for multi-use trail (similar to the Dequindre Cut)   | 33              | 6              | 45              |
| Addition of on-street bike lanes along parallel principal roadways  | 4               | 2              | 46              |
| <b>OVERALL</b>  | 64              | 10             | 50              |

### **Station 3: Secondary Study Area Alternatives**

This station consisted of two boards for each secondary study area. A total of three secondary study areas were analyzed, including the Jefferson East area between I-375 and Joseph Campau, the Jefferson West area between I-375 and Washington, and the I-75/I-375/Gratiot Interchange. The first board for each study area provided illustrations, data, and information and the two design concepts developed for that particular study area. The second board for each study area provided an opportunity for attendees to provide their feedback (negative, neutral, positive) on the major characteristics of each alternative and each alternative as a whole.

### Jefferson East Alternative #1: Six Travel Lanes with Landscape Median

Meeting attendees provided generally positive feedback on Alternative #1, specifically related to the reduction of travel lanes and the creation of a landscaped median. Overall feedback on Alternative #1 was generally positive, with approximately 65% in favor and only 30% opposed to the overall concept. See Figure 8 for complete evaluation results of the Jefferson East Alternative #1.

**Figure 8: Jefferson East Alternative #1 Evaluation Results**

| <b>JEFFERSON EAST #1</b>   |                 |                |                 |
|--|-----------------|----------------|-----------------|
|  | <b>NEGATIVE</b> | <b>NETURAL</b> | <b>POSITIVE</b> |
| Reduction of roadway from four to three lanes in each direction, with parking prohibited during peak hours, in order to provide median refuge space for pedestrian crossings | 5               | 1              | 25              |
| Creation of landscaped median for beautification and access control  | 6               | 2              | 32              |
| <b>OVERALL</b>   | 11              | 2              | 24              |

### Jefferson East Alternative #2: Four Travel Lanes with Buffered Bike Lane

Meeting attendees provided generally positive feedback on Alternative #2, specifically related to the reduction of travel lanes, inclusion of on-street parking, and the creation of buffered bike lanes. Overall feedback on Alternative #2 was generally positive, with approximately 65% in favor and only 41% opposed to the overall concept. See Figure 9 for complete evaluation results of the Jefferson East Alternative #2.

**Figure 9: Jefferson East Alternative #2 Evaluation Results**

| JEFFERSON EAST #2   |          |         |          |
|---|----------|---------|----------|
|   | NEGATIVE | NETURAL | POSITIVE |
| Reduction of roadway from four to two lanes in each direction plus parking in order to shorten crossing distances | 5        | 0       | 30       |
| Creation of buffered bike lanes along the corridor, protected from moving traffic by median space                 | 0        | 0       | 43       |
| <b>OVERALL</b>  | 15       | 1       | 30       |

Jefferson West Alternative #1: Left-Turn Changes to Improve Operations and Pedestrian Flow

Meeting attendees provided generally negative feedback on Alternative #1. While specific elements of the alternative received balanced responses, the overall feedback was largely negative, with approximately 78% opposed and only 18% in favor of the overall concept. See Figure 10 for complete evaluation results of the Jefferson West Alternative #1.

**Figure 10: Jefferson West Alternative #1 Evaluation Results**

| JEFFERSON WEST #1  |          |         |          |
|--|----------|---------|----------|
|  | NEGATIVE | NETURAL | POSITIVE |
| Elimination of eastbound left-turn to Woodward to reduce traffic queuing and improve pedestrian crossing       | 6        | 0       | 9        |
| Relocation of westbound left-turn at Beaubien to crossover to reduce queuing and safety issues along Jefferson | 3        | 1       | 6        |
| <b>OVERALL</b>   | 22       | 1       | 5        |

Jefferson West Alternative #2: Additional Left-Turn Changes to Improve Operations and Pedestrian Flow

Meeting attendees provided generally positive feedback on Alternative #2, specifically related to the elimination of all left-turns to Woodward Avenue, the creation of a pedestrian promenade to Hart Plaza, and the relocation of left-turns at Beaubien. Overall feedback on Alternative #2 was largely positive, with approximately 71% in favor and only 10% opposed to the overall concept. See Figure 11 for complete evaluation results of the Jefferson West Alternative #2.

**Figure 11: Jefferson West Alternative #1 Evaluation Results**

| JEFFERSON WEST #2   |          |         |          |
|---|----------|---------|----------|
|   | NEGATIVE | NETURAL | POSITIVE |
| Elimination of all left-turns to Woodward to reduce traffic queuing and create pedestrian promenade to Hart Plaza | 11       | 0       | 25       |
| Relocation of all left-turns at Beaubien to crossover to reduce queuing and safety issues along Jefferson         | 6        | 0       | 20       |
| <b>OVERALL</b>  | 14       | 0       | 34       |

Interchange Alternative #1: Minimal I-75 Modifications, New I-375/Gratiot Interchange

Meeting attendees provided generally positive feedback on Alternative #1, specifically related to the increased accessibility provided by the creation of an I-375 interchange at Gratiot. Overall feedback on Alternative #1 was generally positive, with approximately 69% in favor and only 23% opposed to the overall concept. See Figure 12 for complete evaluation results of the Interchange Alternative #1.

**Figure 12: Interchange Alternative #1 Evaluation Results**

| INTERCHANGE #1   |          |         |          |
|--|----------|---------|----------|
|  | NEGATIVE | NETURAL | POSITIVE |
| Creation of an I-375 interchange at Gratiot Avenue in order to increase accessibility to the northeast portion of downtown | 5        | 0       | 27       |
| Conversion of the Gratiot Connector to a surface street with intersection at Russell Street                                | 11       | 0       | 22       |
| <b>OVERALL</b>   | 6        | 2       | 18       |

Interchange Alternative #2: Reconstructed Interchange with Surface Boulevard at Gratiot

Meeting attendees provided largely positive feedback on Alternative #2, specifically related to reconstruction of the I-375 interchange and the elimination of the Gratiot Connector. Overall feedback was largely positive, with

approximately 82% in favor and only 16% opposed to the overall concept. See Figure 13 for complete evaluation results of the Interchange Alternative #2.

**Figure 13: Interchange Alternative #2 Evaluation Results**

| <b>INTERCHANGE #2</b>   |                 |                |                 |
|---|-----------------|----------------|-----------------|
|   | <b>NEGATIVE</b> | <b>NETURAL</b> | <b>POSITIVE</b> |
| Full reconstruction of the interchange to reconfigure I-75 as the through movement, and add direct connections to Brush and Gratiot | 11              | 0              | 30              |
| Elimination of the Gratiot Connector, with traffic instead served by the new surface intersection of I-375 and Gratiot              | 11              | 1              | 30              |
| <b>OVERALL</b>  | 9               | 1              | 45              |

Images of the evaluation boards are included in Appendix A.

**Summary of Feedback on Specific Design Treatments**

To better understand the motivation for how attendees evaluated each alternative, responses related to specific design treatments were compiled to determine how they compare to each other regardless of the overall alternative. The design treatments met with the most positive and most negative responses are highlighted below, and have been assigned a + or – rating based on the number of positive and negative responses for each.

- Direct riverfront connection +135
- Bike lanes along I-375 corridor and East Jefferson +123
- Convert I-375 to a surface boulevard +119
- Greenway/bikeway along east edge of I-375 +114
- New interchange at I-375/I-75/Gratiot +60
- Reduction of travel lanes on East Jefferson +45
- Developable land along east edge of I-375 +31
- Maintain West Jefferson curve -45
- Maintain I-375 as a sub-surface freeway -56

In addition to the evaluation that attendees provided on specific treatments within each alternative, Station 4 provided an opportunity for attendees to provide their preference on innovative corridor elements that could be integrated into the final alternative. These elements were separated into specific categories, including pedestrian design, bicycle design, walls/bridges/paths, landscape design, and corridor innovation. The elements that received the most support included buffered bike lanes (with a physical barrier), enhanced pedestrian environments (on bridges and crosswalks), wind/solar energy treatments, stormwater treatments, and public art. Results are included in Appendix A.

**WRITTEN COMMENT SUMMARY**

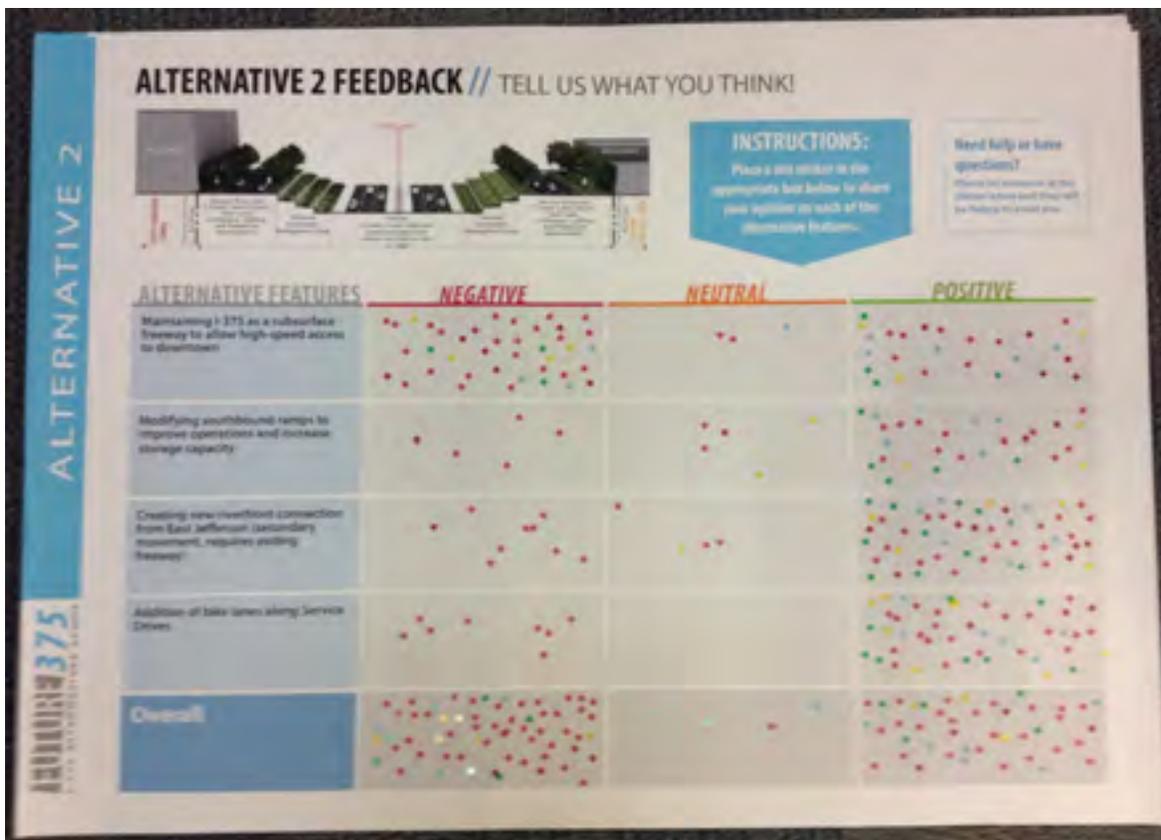
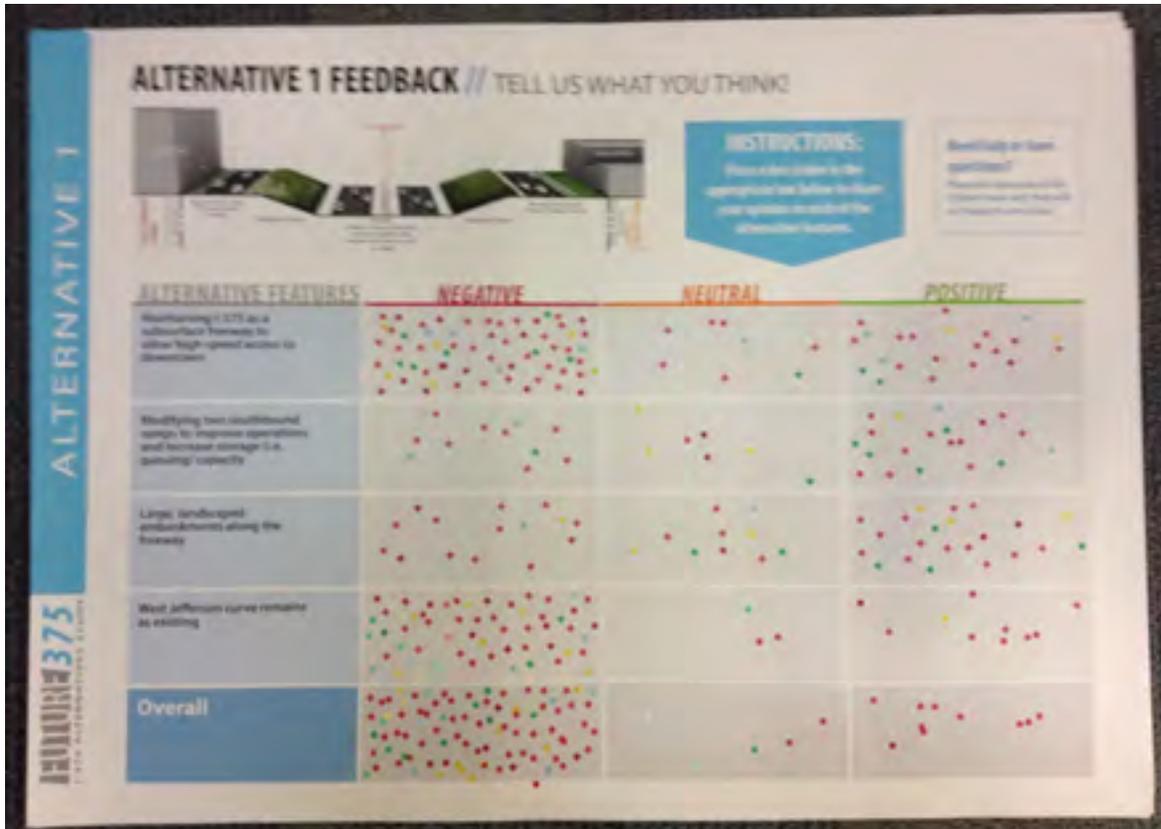
Seventy-seven written comment forms were submitted at the meeting. The following is a synopsis of comments received:

- Multiple residents of Lafayette Park and East Side neighborhoods expressed concern with the potential impacts of options which would convert the principle roadway to a surface street. Several attendees shared their experience with crime, congestion, littering, and parking that spills into the neighborhoods from Downtown. These attendees were concerned that surface street options would only amplify these problems.
- Multiple residents of Lafayette Park and East Side neighborhoods also expressed concern about the potential environmental impact of the at-grade options, including increased noise, vibration, and pollution.
- Multiple residents of Lafayette Park and East Side neighborhoods also expressed concern about the impacts that potential development adjacent to the neighborhood could have on the character of the area.
- Most attendees were supportive of a reconfigured interchange that eliminates the Gratiot Connector and makes I-75 movements easier. In addition, most attendees were supportive of a direct riverfront connection and the elimination of the Jefferson curve.
- Most attendees were supportive of non-motorized improvements, including bike lanes along I-375 and Jefferson Avenue, enhanced non-motorized connections across I-375 (whether it remains below-grade or is brought to grade), and any treatments that are incorporated to make this corridor more livable and walkable.
- Those attendees in favor of the surface street alternatives mentioned that this would be a transformative project aligned with the current trends of downtown and that it would divert from previous planning habits that placed preference on automobile travel. Some attendees suggested that the new boulevard be named Hastings Street as a tribute to the history of the area.
- Some attendees in favor of a surface boulevard prefer that the alternatives reduce the travel lanes from four lanes, suggesting that future traffic volumes will continue to decline and that traffic can divert to M-10 and other downtown surface streets.

- Several attendees were in favor of maintaining I-375 as a below-grade freeway, noting that it provides quick access to the Central Business District (CBD) and acts as a buffer between the Downtown and adjacent neighborhoods. Several attendees referenced increased traffic during special events that require faster access to Downtown.
- Several attendees mentioned the importance of maintaining access to the Detroit/Windsor Tunnel
- Several attendees mentioned the importance of considering impacts to Christ Church parking lots for any alternative that provides a direct riverfront connection.
- Several attendees mentioned that the below-grade greenway shown as part of Alternative #6 would be disconnected and redundant with the Dequindre Cut, and that a revised alternative that immediately creates developable land would be preferred.
- Several attendees mentioned that potential public transit should be considered for this corridor.
- Several attendees inquired whether the I-375/I-75/Gratiot interchange should be the primary project, followed by redesigning the remainder of the corridor.
- Several attendees inquired what the criteria would be for choosing a final alternative.

A complete list of comments is included in Appendix B.

APPENDIX A: Evaluation Boards



# ALTERNATIVE 3

## ALTERNATIVE 3 FEEDBACK // TELL US WHAT YOU THINK!



**INSTRUCTIONS:**  
 Place a dot sticker in the appropriate box below to share your opinion on each of the alternative features.

**Need help or have questions?**  
 Please let comments or questions from the public will be happy to answer you.

| ALTERNATIVE FEATURES   | NEGATIVE | NEUTRAL | POSITIVE |
|--|----------|---------|----------|
| Converting I-375 to a surface street from Larned south to eliminate Jefferson curve and improve crossing at East Jefferson | •••••    | •       | •••••    |
| Conversion of northbound service drive to two-way local street   | •••••    |         | •••••    |
| Creating new riverfront connection directly from principal roadway   | •••••    | •       | •••••    |
| Creation of new greenway space to buffer neighborhood from principal roadway and create non-motorized opportunities        | •••••    | •••••   | •••••    |
| <b>Overall</b>   | •••••    | •••••   | •••••    |

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# ALTERNATIVE 4

## ALTERNATIVE 4 FEEDBACK // TELL US WHAT YOU THINK!



**INSTRUCTIONS:**  
 Place a dot sticker in the appropriate box below to share your opinion on each of the alternative features.

**Need help or have questions?**  
 Please let comments or questions from the public will be happy to answer you.

| ALTERNATIVE FEATURES   | NEGATIVE | NEUTRAL | POSITIVE |
|--|----------|---------|----------|
| Replacing I-375 as surface boulevard to create new access, reduce speeds, reduce pedestrian crossing distance, eliminate Jefferson curve | •••••    | ••      | •••••    |
| Creating new riverfront connection directly from principal roadway   | •••••    | •       | •••••    |
| Developing greenway/bikeway features along east side of new boulevard  | •••••    | ••      | •••••    |
| Creation of potential development parcels on the west (downwind) side of the corridor  | •••••    | •••••   | •••••    |
| <b>Overall</b>   | •••••    | ••      | •••••    |

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ALTERNATIVE 5

ALTERNATIVE 5 FEEDBACK // TELL US WHAT YOU THINK!



**INSTRUCTIONS:**  
Place a dot sticker in the appropriate box below to share your opinion on each of the alternative features.

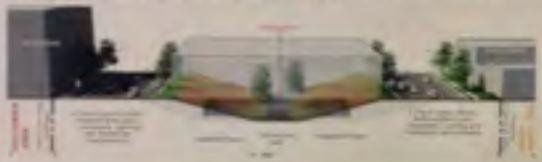
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| ALTERNATIVE FEATURES   | NEGATIVE | NEUTRAL | POSITIVE |
|--|----------|---------|----------|
| Replacing I-275 as a surface boulevard to create new access, reduce speeds, reduce pedestrian crossing distances, eliminate Jefferson curve          | [Dots]   | [Dots]  | [Dots]   |
| Creating new riverfront connection directly from principal roadway   | [Dots]   | [Dots]  | [Dots]   |
| Conversion of northbound service drive to two-way local street with bike lanes   | [Dots]   | [Dots]  | [Dots]   |
| Creation of potential greenway space along east side of corridor between principal roadway and local roadway, with long-term redevelopment potential | [Dots]   | [Dots]  | [Dots]   |
| <b>Overall</b>   | [Dots]   | [Dots]  | [Dots]   |

ALTERNATIVE 6

ALTERNATIVE 6 FEEDBACK // TELL US WHAT YOU THINK!



**INSTRUCTIONS:**  
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ALTERNATIVE STUDY

| ALTERNATIVE FEATURES   | NEGATIVE | NEUTRAL | POSITIVE |
|--|----------|---------|----------|
| Replacing I-275 as two parallel one-way streets to create new access, reduce speeds, reduce pedestrian crossing distances, eliminate Jefferson curve and make direct riverfront access | [Dots]   | [Dots]  | [Dots]   |
| Creating new riverfront connection directly from principal roadway   | [Dots]   | [Dots]  | [Dots]   |
| Reuse of below-grade space for multi-use trail (similar to the Desjardins Cut)   | [Dots]   | [Dots]  | [Dots]   |
| Addition of on-street bike lanes along parallel principal roadways   | [Dots]   | [Dots]  | [Dots]   |
| <b>Overall</b>   | [Dots]   | [Dots]  | [Dots]   |

## INTERCHANGE AREA FEEDBACK // TELL US WHAT YOU THINK!



ALTERNATIVE 1



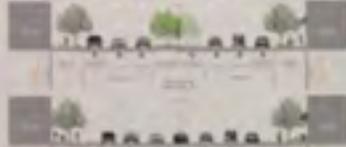
ALTERNATIVE 2

**INSTRUCTIONS:**  
Place a dot (color is the appropriate one below) to share your opinion on each of the

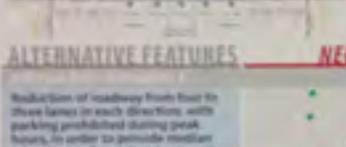
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www.trafficplanning.com

| ALTERNATIVE FEATURES  | NEGATIVE | NEUTRAL | POSITIVE |
|---|----------|---------|----------|
| Creation of an I-275 interchange at Great Street in order to increase accessibility to the northeast portion of downtown          |          |         |          |
| Conversion of the Great Connector to a surface street with intersection at Russell Street   |          |         |          |
| <b>Overall</b>  |          |         |          |
| Full reconstruction of the interchange to reconfigure I-75 as the through movement, and add direct connections to Birch and Great |          |         |          |
| Elimination of the Great Connector with traffic instead served by the new surface intersection of I-275 and Great                 |          |         |          |
| <b>Overall</b>  |          |         |          |

## JEFFERSON EAST FEEDBACK // TELL US WHAT YOU THINK!



ALTERNATIVE 1



ALTERNATIVE 2

**INSTRUCTIONS:**  
Place a dot (color is the appropriate one below) to share your opinion on each of the

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| ALTERNATIVE FEATURES  | NEGATIVE | NEUTRAL | POSITIVE |
|---|----------|---------|----------|
| Reduction of roadway from four to three lanes in each direction with parking prohibited during peak hours, in order to provide median refuge space for pedestrian crossings |          |         |          |
| Creation of landscaped median for beautification and access control   |          |         |          |
| <b>Overall</b>  |          |         |          |
| Reduction of the roadway from four to two lanes in each direction plus parking in order to shorten crossing distances   |          |         |          |
| Creation of buffered bike lanes along the corridor, protected from moving traffic by median space   |          |         |          |
| <b>Overall</b>  |          |         |          |

## JEFFERSON WEST FEEDBACK // TELL US WHAT YOU THINK!



ALTERNATIVE 1

ALTERNATIVE 2

### INSTRUCTIONS:

Place a dot sticker to the appropriate box below to share your feedback on each of the

Send back to have questions!

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| ALTERNATIVE FEATURES  | NEGATIVE | NEUTRAL | POSITIVE |
|---|----------|---------|----------|
| Elimination of eastbound left-turn to Woodward to reduce traffic queuing and improve pedestrian crossing          |          |         |          |
| Relocation of westbound left-turn at Beaubien to crossover to reduce queuing and safety issues along Jefferson    |          |         |          |
| <b>Overall</b>  |          |         |          |
| Elimination of all left-turns at Woodward to reduce traffic queuing and create pedestrian promenade to Hart Plaza |          |         |          |
| Relocation of all left-turns at Beaubien to crossovers to reduce queuing and safety issues                        |          |         |          |
| <b>Overall</b>  |          |         |          |

## I-375 Corridor Innovation Feedback

Opportunities to Integrate Innovative Components Contributing to Future 375

What regular commuter driving activities, transportation, and land use activities contribute to the corridor?

Send back to have questions!

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| INSTRUCTIONS:                         |                                       |   |   |
|---------------------------------------|---------------------------------------|---|---|
| <b>ART ALONG FREEWAY WALL</b><br>     | <b>PUBLIC ART INSTALLATIONS</b><br>   | <b>RAIN GARDENS ALONG STREET</b><br>    | <p>Place a dot sticker to the appropriate box below to share your feedback on each of the</p> |
| <b>LIGHT POLE WIND TURBINES</b><br>   | <b>ARTISTIC NOISE WALL</b><br>        | <b>ARTISTIC NOISE</b><br>               |   |
| <b>SOLAR PANELS ON EMBANKMENT</b><br> | <b>BRIDGE LIGHT INSTALLATIONS</b><br> | <b>RECYCLED GARDEN TERRACE</b><br>      |   |
| <b>PLANTED WALL</b><br>               | <b>ART ALONG FREEWAY WALL</b><br>     | <b>ARTISTIC BRIDGE DESIGN</b><br>       |   |
| <b>ARTISTIC NOISE WALL</b><br>        | <b>TURBINE FREEWAY STRUCTURE</b><br>  | <b>FREEWAY MEDIAN WIND TURBINES</b><br> | <b>LANDSCAPE AS ART</b><br>   |

## I-375 Corridor Enhancement Opportunities

Potential Components to be Integrated along the I-375 Corridor

**I-375 CORRIDOR**

**ALTERNATIVE 375**  
LIFE ALTERNATIVES STUDY

| VEHICULAR | BICYCLE | BUILT, BEHAVIOR + FITS | LANDSCAPE |
|-----------|---------|------------------------|-----------|
|           |         |                        |           |
|           |         |                        |           |
|           |         |                        |           |
|           |         |                        |           |
|           |         |                        |           |

## INTRODUCTION // WHERE DO YOU LIVE + WORK?

**INSTRUCTIONS:**  
Please place a dot in the box that applies to you.

**PLACE DOT IN ONE OF THE BOXES BELOW**

|   |  |
|---|--|
| I live in or near the Study Areas                     |  |
| I live + work in or near the Study Areas              |  |
| I work in or near the Study Areas but don't live here |  |
| I don't live or work in the Study Areas               |  |

**ALTERNATIVE 375**  
LIFE ALTERNATIVES STUDY

APPENDIX B: Comment Forms

(Contact information provided has been redacted)

## Your Comment

Bike Lanes - I'm a big proponent of putting bike lanes in wherever possible, BUT separating bike lanes from motorized traffic makes it very difficult for bikers to make turns and forces them into crosswalks? to cross. If the area is very busy, keeping them separate is essential. 30-35 mph (or less) zones might be better with a paint separator that allows bicyclists to make turns, maintain speed, and remain separate from pedestrians. It would also = lower costs if bike lanes could ever be expanded (idealized world of fewer cars)

## Any other thoughts/ideas

→ Studies indicate Outer Wide Lanes have the least accidents

## Your Comment

The ONLY thing that should be "below grade" is a subway line! The key, to this whole project, is ACCESSIBILITY! A city only works if people can safely walk and bicycle for their daily transit. Bicycles are meant to follow the rules of the road, so roads should be designed with cyclists in mind. The more people can freely walk around, the greater value it brings to neighborhoods and retail areas. Lastly, please offer recycling at your

## Any other thoughts/ideas

Detroit neighborhoods should NO LONGER be separated and divided by sub (below) level freeways! Connect everything, and watch it grow!  
Public Transportation is also key for all areas of the city, in reducing congestion and pollution.

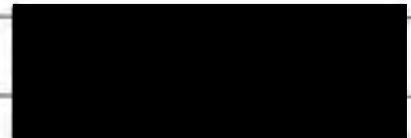
future "townhall" meetings.  
Thank you!

### Your Comment

If you convert the freeway to a surface street, great consideration needs to be made regarding the timing of lights at Larned for cars turning left from Jefferson. If the lights aren't timed right, there can be serious traffic congestion. My solution would have Larned closed for east and west traffic, extending the median up to Jefferson. Cars on Larned could turn and get to Lafayette to go west and cars travelling

### Any other thoughts/ideas

east could turn one block west of the new boulevard (next to SS Peter + Paul Church) and make a Michigan left to go east.





### Your Comment

I Am overwhelmed at all of the information AND Graphics. Based on the presentations, it seems that option 3 is best. However, I do not see a final express concern for <sup>adjacent</sup> project Lafayette park

### Any other thoughts/ideas

I believe that this is a ~~repeating~~ coming full circle of the destruction of Hastings. If this new development repeats that history, ultimately, there ~~is~~ will be a ~~sp~~ price to pay, that - again - will resonate throughout the next generations



Resident of 1300 E Lafayette + work downtown.

## FUTURE 375

I-375 ALTERNATIVES STUDY

### Your Comment

Alternative #5, though it still has too many driveable lanes on either side (north and south bound).

\* No high-rise development akin to the hideous Greektown Casino tower; restore existing buildings!

\* The development proposal in Alt. #6 will continue to divide downtown from east-side.

### Any other thoughts/ideas

Extend the E Jefferson boulevard all the way to Alter.

Add bike lane to first E Jefferson Alternative (with the vegetative median/boulevard).

Resident of 1300 Lafayette : urban planner



### Your Comment

#5 is the best option - but I think there should be fewer lanes 4 north : south bound lanes in addition to a service drive is unnecessary

### Any other thoughts/ideas

Consider a bike lane to the E. Jefferson Alt. 1

boulevards down E. : W Jefferson, Gratiot, I-375, Woodward, Michigan Ave, etc. are greatly needed both for pedestrian (: driver) safety : environmental needs (stormwater absorption), : beautification



## Your Comment

I-375 SHOULD NOT BE RECONSTRUCTED. MAKE 2/2 LANE BLVD. ADD PEDESTRIAN/BIKE FRIENDLY INFRASTRUCTURE, AS WELL AS OPEN LAND FOR NEW DEVELOPMENT. MAINTAINING THIS PATHETIC EXPRESSWAY IS A WASTE OF MONEY, LAND, AND A CANCER ON DOWNTOWN. THIS IS ABOUT IMPROVING QUALITY OF LIFE <sup>&</sup> OUR BUILT-ENVIRONMENT, NOT HELPING

## Any other thoughts/ideas

COMMUTERS GET TO & THERE CUBICLE THREE MINUTES FASTER. FOR ONCE, THIS CITY COULD ACTUALLY DO SOMETHING PROGRESSIVE INSTEAD DUMPYNG TIME & MONEY INTO AUTO INFRASTRUCTURE.



**Your Comment**

I am in favor of the proposal to return I 375 back to grade level and restructure it as a boulevard. Motorist can still use the lodge freeway to enter downtown.

**Any other thoughts/ideas**

Good presentation.

## Your Comment

We already have issues w/ crime + people who don't live or work in our neighborhoods walking through. We pay a security company + off duty police to help us. We clean up the event trash ourselves. Fans urinate in my bushes, on my porch + the berm next to my house. I live on Lafayette + Riverd facing the parking lot - 1316 Joliet. Opening up my neighborhood would make all these problems much much

### ~~Any other thoughts/ideas~~

worse. I also don't see how moving the freeway over 3 + 4 would help anything. It just means more traffic in the immediate area fighting + racing to the freeway entrances. We already have speeding + ignoring red lights on Lafayette from Orleans all the way to the freeway entrance. I do like the upgraded pedestrian crossings on the bridges. I also like the upgraded stormwater mgmt zones.



## Your Comment

ALTERNATE 4 FOR 375 | CAME CLOSEST TO  
ALTERNATIVE 2 FOR JEFFERSON | MY IDEAL

MY ONLY CONCERN IS ALL THE PILING UP THAT MAKE VERY WIDE STRIP THAT MAKE WALKABILITY DIFFICULT.

## Any other thoughts/ideas

CONSIDER THE GRATIOT CONNECTION AS WELL AND HOW  
IT CONNECTS TO DOWNTOWN & EASTERN MARKET

CURRENTLY THERE IS NO WAY ON/OFF AT GRATIOT

IN FACT AS THE MAJOR FREEWAY ACCESS TO EASTERN  
MARKET IS A NIGHTMARE





**Your Comment**

#4 MY CHOICE, BUT →  
MOVE ROADWAY TO WEST-SIDE  
AND BUILDING DEVELOPMENT TO  
EAST SIDE FOR LAFFAYETTE PARK  
EXPANSION AS "MIES" APTS. OR  
CONDO'S. BLDG MORE LIKELY TO  
SUCCEED AS RESIDENTIAL THAN  
"SPEC" ON WEST-SIDE.

**Any other thoughts/ideas**

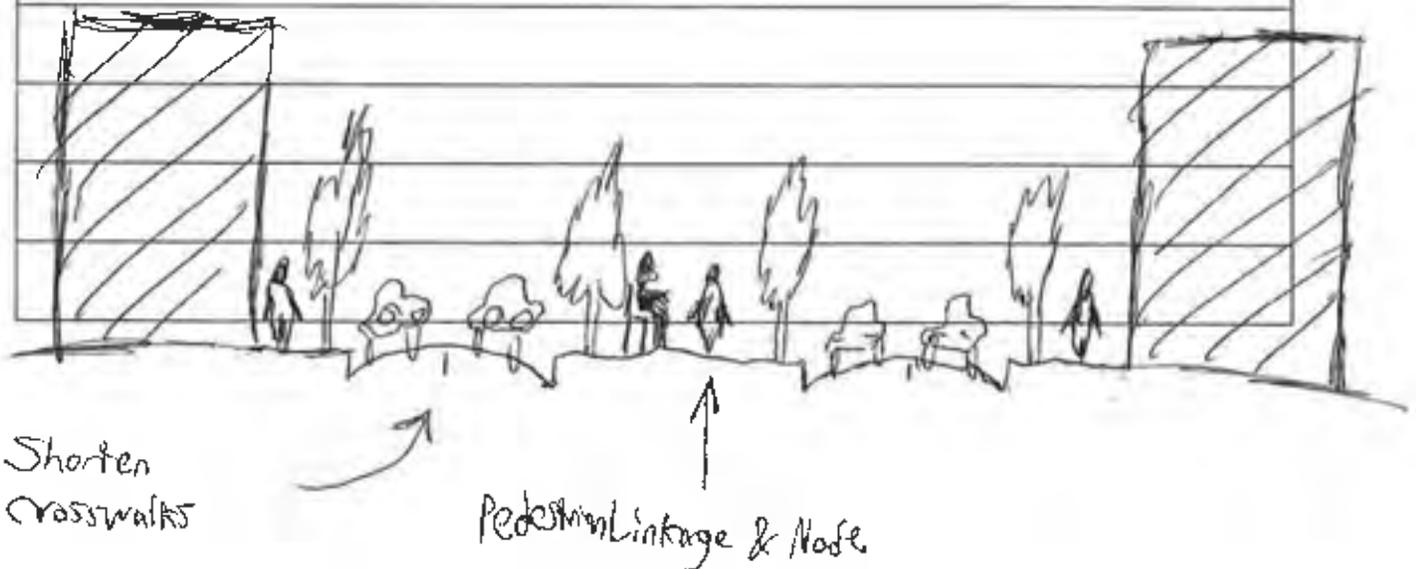
RE-NAME THOROUGHFARE  
"HASTINGS ST."

### Your Comment

Create a roundabout at the T-375 & Jefferson intersection. It would reduce the maintenance <sup>& costs</sup> of traffic lights.

### Any other thoughts/ideas

Create surface level avenue w/ pedestrian access in the median.





### Your Comment

PLEASE BEAR IN MIND THE CHALLENGES THAT  
WILL BE CREATED BY BRINGING THE  
HIGHWAY TO GRADE BEFORE LARNEO (OPTION 1 IS GOOD)  
OPTION 2 IS FINE TOO. BRINGING  
THE HIGHWAY TO GRADE NEAR RESIDENTIAL  
AREAS CREATES NOISE AND SECURITY CONCERNS.

### Any other thoughts/ideas

NOTHING THAT MOVES THE TRAFFIC  
CLOSE TO NEIGHBORHOODS (RESIDENTIAL) AND  
NOTHING THAT BRING I 375 TO GRADE BEFORE  
LARNEO. OPTIONS 1, 2, AND 3 WORK!

### Your Comment

Alternative 5 appears to be great for the residents to the east because of the green space. Alternative 6 is great because of the future development potential in the center of the highway - Road. Raising the freeway seems to be the most cost effective.

### Any other thoughts/ideas

## Your Comment

I think I-375 needs to ~~not~~ remain as a freeway. As more + more businesses are coming downtown, traffic is already on the rise. Plus it is unsafe to slow the speeds so drastically from 70mph on I-75 to 45mph if I-375 were to turn into a surface street. Even though the speed limit is 55mph on it currently, nobody drives that speed.

## Any other thoughts/ideas

I-375 needs upgrades + beautification, not destroying it + creating another city street. I feel like the urge to knock it down to a surface street stems from the hope of building more houses near the road. This is extremely unneeded. The focus for housing redevelopment should be on the pre existing neighborhoods that already have miles + miles of vacant lots!

## Your Comment

I-375 NEEDS BEAUTIFICATION, NOT ELIMINATION.  
THE ROADWAY ACTS AS A BUFFER, CONDUIT TO  
EXISTING ACTIVITY TO RESIDENTS EAST OF THE ROADWAY.  
OTHER AND/OR FUTURE DEVELOPMENT IN DOWNTOWN  
DETROIT MUST BE ADDRESSED BEFORE PLANNING,  
IDEAS, ETC ABOUT NEW ROAD CONSTRUCTIONS ARE  
INITIATED.

## Any other thoughts/ideas

It is my HOPE THAT RESIDENTS OF THE  
IMPACTED AREA OF I-375 ARE  
CONSULTED AND THEIR IDEAS, VIEWS  
ARE HEARD AND IMPLEMENTED. WHEN THIS  
AREA(S), ROAD IS "CHANGED" I HOPE A POSITIVE  
CONSENSUS IS STRUCK BY ALL STAKEHOLDERS

## Your Comment

this is a once in a lifetime opportunity to restore connectivity in the city. i hope citizens and corporate interests recognize that options enhancing pedestrian + bike safety, as well as road diets are the right way to go — do the right thing! "young people" ~~are~~ — and all people — want to live in walkable, inclusive spaces.

## Any other thoughts/ideas

gratuit connector option # 2 would drastically positively the vibrant eastern market commercial district. in addition, it would restore the neighborhood to its pre-1967 plan, this would increase accessibility of limited mobility residents to visit eastern market for healthy food options — do the right thing, be bold, reconnect eastern market to our southern neighbors!

### Your Comment

I like the Alternative #2 and Alternative #3 proposals because they're driver/walker/biker/runner friendly and the designs flow to the benefit of the users. Also, I think <sup>light</sup> art should be used as decoration for the bridges/walls because it's low maintenance.

### Any other thoughts/ideas

\* My main question is when the paths lead to the river front, where are people going to park? Most of the parking lots on the river are owned by G.M. and you have to work for G.M. to park there. Also, are guard rails needed for traffic from I-75 into the city - especially along the biker/walker/runner route?

### Your Comment

In near future, Lodge Freeway will transform into pedestrian street and bike path, connect to River walk. I ~~would~~ liked to Alternative 5 or 6 but people able to work, biking.

### Any other thoughts/ideas

Michigan Department of Transportation could negotiate with private owner to renovate Michigan Train Center, for use for commuter train also fixed train tracks.

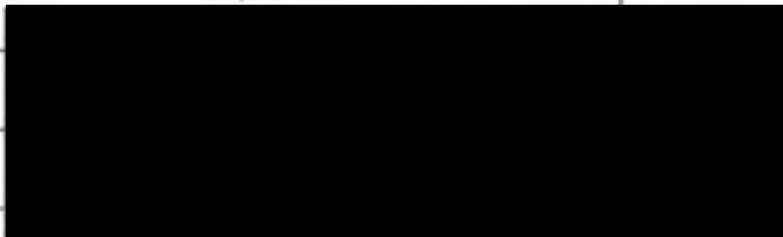


**Your Comment**

I represent the Joliet Coop which is bordered by Rivard. Our Lafayette Park community includes 4 Coops with appx 150 families & is a Miss Vandevor Historical Area of 80 acres of greenspace - We worry about developments

**Any other thoughts/ideas**

that would move traffic/noise/pollution/pedestrian traffic eastward into these already established stable green living developments



## Your Comment

|  |
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## Any other thoughts/ideas

|   |
|---|
| Thank you for developing the alternatives for the Gratiot connection (even if they are too expensive to entertain in the short run). We need a <b>COMPREHENSIVE</b> traffic plan for downtown <del>so</del> even if we implement it piece meal. |
| Fewer lanes = less \$ for maintenance. <sup>MANY</sup> Detroit roads could benefit from going on a ROAD DIET.   |

## Your Comment

① Good set of presentations in terms of seeing alternatives, tho lots to absorb. ② I'd go very slow in rebuilding & changing except where absolutely necessary for safety. I overheard someone saying "design often has "Flavor of the month" - that's what creating the surface roads is right

## Any other thoughts/ideas

now, it may (probably isn't) right for the long run ③ Need to protect what we have in place & bringing 375 up would destroy it ④ Worst design is assuming anyone would use depressed greenway. Too short to be meaningful destination & useless as a route. Was it has long term potential - <sup>maybe</sup> but very long term.

### Your Comment

I think the top priority should be connectivity from downtown to the eastern neighborhoods & especially eastern Market, extend the downtown revitalization.

I prefer 4, although 5+6 are good too.

Very excited about the Grubst/M-3 Thruway elimination - so important for walkability & connectivity.

Any other thoughts/ideas

Don't increase net pavement. We've got too much impervious surface already!

Is an M-7 Rail extension along Jefferson possible with these? Should be.

**Your Comment**

THIS IS A BAD IDEA

**Any other thoughts/ideas**

## Your Comment

What criteria is being used to make decisions? Sustainability - options for future growth - access to business for transportation of goods - historic use?

Are any of the criteria weighted more than others?

## Any other thoughts/ideas

All these alternatives need to be put in the greater context of how they work with I-75 -

**BIGGER PICTURE**  
needed!



To: MDDT From:

12 June 2016



Subj

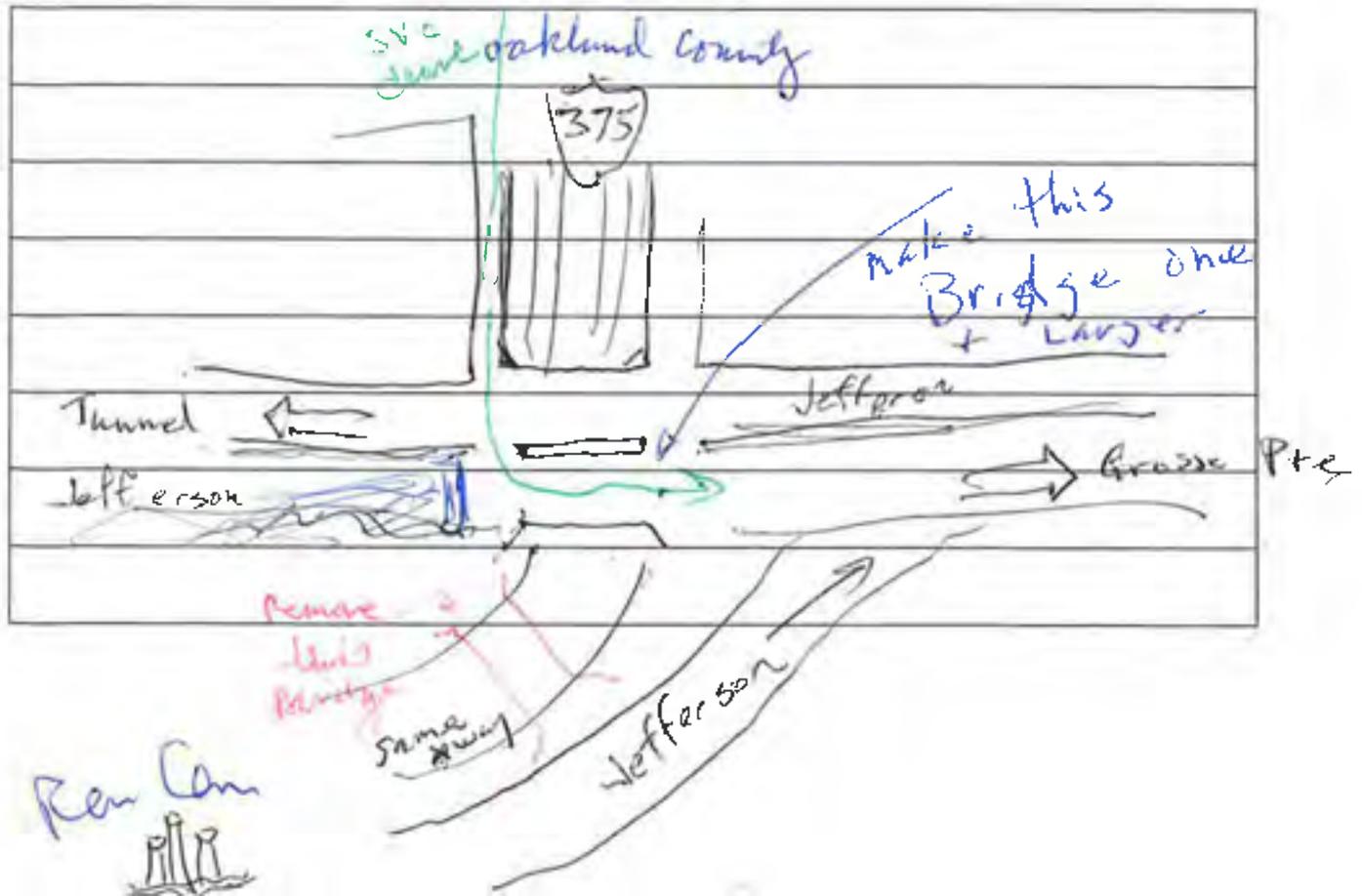
Your Comment

Make the Jefferson Ave Bridge  
one piece over 

Reviewed with Kelby Wallace  
+ Rita screws

- ① Improve flow on East Bound Jefferson
- ② Save on cost of Bridge

Any other thoughts/ideas



# FUTURE 375

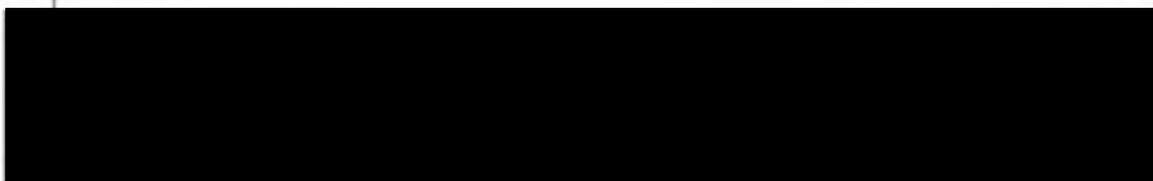
I 375 ALTERNATIVES STUDY

## Your Comment

I walk frequently from my home in Lafayette Park to Eastern Mkt, crossing the X-way, or then over the Russell St bridge on the walking bridge. This ease of access would disappear if the presently below grade District Connector would become grade level, requiring crossing a wide parkway using infrequent traffic lights. I see nothing positive and much negative with this suggested change.

## Any other thoughts/ideas

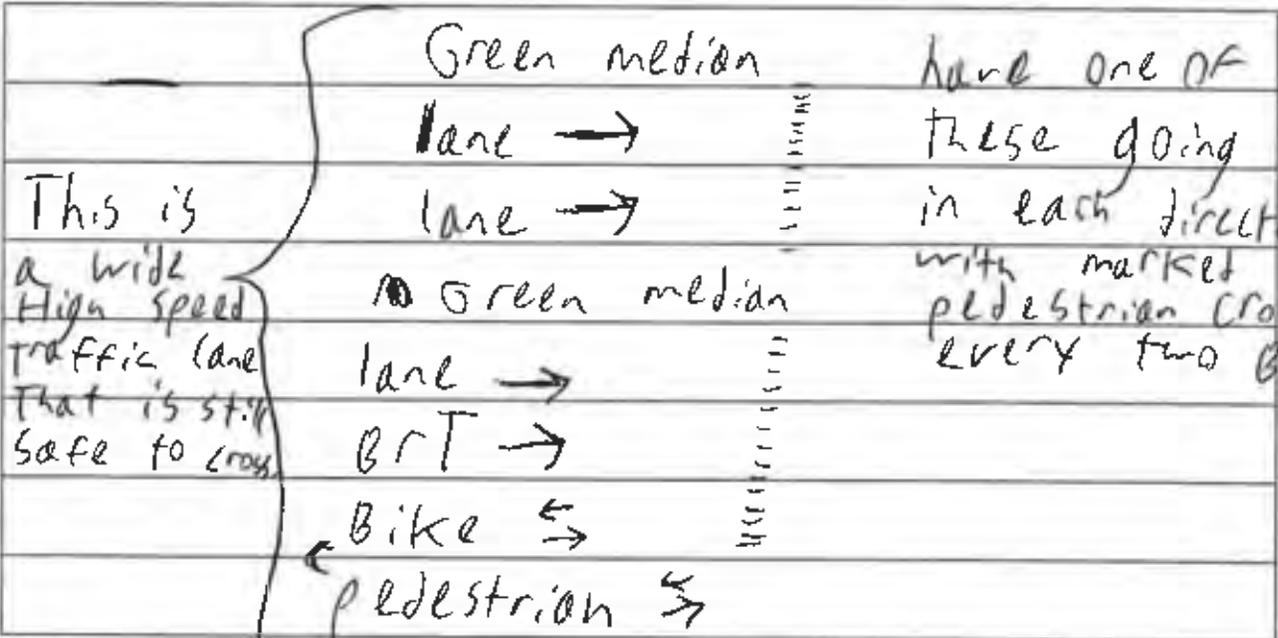
I have no serious objection to extending the X-way to A St water, but I see no gain warranting the expense.



**Your Comment**

There is a major lack of crossability for pedestrians, whether it is pedestrian bridges or more frequent interruptions between lanes, there must be a way for folks to cross both study areas

**Any other thoughts/ideas**





## Your Comment

I live in Lafayette Park. I wld be concerned abt noise levels if all of 375 is turned to surface grade. OTOH, I also know that those who speed at 2 or 3 am, the noise may be amplified by the echoing below grade - so I don't know what the answer is.

## Any other thoughts/ideas

I think providing better access to the Riverfront is great since right now, much of it goes down Rivard. Also, I suppose there will be more Riverfront development + housing so better access will, hopefully, become v. important. I just hope that there will also be more parking available for the day visitor. Right now, a huge amt of landspace is taken by GM? for surface parking. It's so ugly and restrictive.







**Your Comment**

I like the idea of converting to a surface street. I think it would increase walkability and decrease noise in the area. The addition of traffic signals will help reduce the drag racing that occurs at night. It will also prevent the backups that occur at the Lafayette exit.

**Any other thoughts/ideas**

Alternative #4 is the best in my opinion.

**Your Comment**

Alternative #6 seems to offer the best economic development impact at the lowest cost and should be given greater study and consideration.

**Any other thoughts/ideas**

~~It~~ Before filling in I-375, consider creating below-grade parking underneath public space/development.

## Your Comment

for 375, I think Alternatives #1, #2, #3 should not be considered an option any longer. Alternatives #4 and #5 present the best options. Question: What is the criteria used to determine which alternative will be chosen?

The construction of non-motorized transportation should be prioritized.

## Any other thoughts/ideas

I think the Gratiot Interchange should be prioritized over the other projects. That would drastically impact the experience of business owners and shoppers in the Easter Market District. I would prioritize Alternative #2 of the Gratiot Interchange.

**Your Comment**

Preferred I375 alternative is #4

Creates a more vibrant East Downtown area. Routes converted to surface streets need lights timed based on AM/PM traffic load.

Jefferson ~~road~~ developed with a boulevard would enhance that urban stretch  
Ren Cen traffic could extend to Atwater for

**Any other thoughts/ideas** Peter Pachy

Life Station alternative that upends development area near Eastern Market

Exciting time for Detroit!?



**Your Comment**

concern about raised street <sup>impact</sup> on neighborhoods in Lafayette Park. Concern about what sort of development would be allowed next to raised streets.

**Any other thoughts/ideas**

All development should be pedestrian & bike friendly. As Detroit grows, more and more residents will be in the downtown & midtown area. All road reconfiguration must take into account the quality of life <sup>issues</sup> the changes will make to the community by the 1-375 corridor.

### Your Comment

- FOR GRATIOT OPTION #2 IT SHOULD BE ABLE TO FIT W/ I-375 OPTION #3. THIS WOULD BE THE BEST FOR DOWNTOWN TRAFFIC / STADIUM TRAFFIC ISSUES
- "RE USE" AREAS SHOULD BE →

### Any other thoughts/ideas

- ALTERNATE PLANS SHOULD BE BROUGHT TO PUBLIC IN EARLY FALL / SEPT !! NOT AUGUST MUCH OF COMMUNITY / MICHIGAN IS OUT OF TOWN !! THANKS
- (C)



**Your Comment**

I prefer to maintain a depressed  
freeway for easy I-75 access from  
venues & stadiums

**Any other thoughts/ideas**

Multi use path is redundant close to  
Dequindre Cut



### Your Comment

Options 2 and 3 are my preference  
they both seem to maintain &  
improve the character of  
the existing community while  
providing pedestrian & bicycle  
enhancements and access to  
the waterfront

### Any other thoughts/ideas

Boulevards on Jefferson will  
not be a preference. Too often  
~~there~~ walking across the green  
dirt creates problems for  
pedestrians and those with  
wheelchairs and other walking  
aides

### Your Comment

- \* Interested, as are many customers to our business, in how the various alternatives will be evaluated. With rapidly evolving demographics, how agile are evaluative strategies?
- \* What are the long-term assumptions/analytical vision for auto-use over the next 10-20 years?

### Any other thoughts/ideas

- \* with an influx of young citizens, many from the creative sector, we have an opportunity to move from habits, to problems worth having! Certainly one might expect driving + automotive habits to change quite dramatically.



Comments on "Reimagining I-375"

Sunday Free Press, June 8, 2014

Plan 1 – No because it perpetuates the great divide.

Plan 2 – No because it perpetuates the great divide and adds relatively useless amenities.

Plan 3 – No because it perpetuates the great divide and is an incomplete solution

**Plan 4 & 5 – Yes because it eliminates the great divide. A hybrid solution between 4 and 5 would be most desirable.**

Plan 6 – No because it perpetuates the great divide and creates a difficult to use center land.

**Priority:**

1. **Raise to Street Level** – This is highest priority because the current canyon results in a complete physical disconnect in the middle of the city.
2. **Maintain Personal Car Transportation** – Provide for multi-lane personal car lanes to rapidly move traffic in and out of the city. However, lower the speeds for safety and aesthetics.
3. **Computer Traffic Control** – The new I375 surface street, will now intersect with the previously overhead cross streets. This will present a challenge to move the intersecting traffic. Efficient movement of traffic in both directions is essential. New enhanced sensing of traffic flow and computer optimization of traffic lights is required.
4. **Provide a Landscaped Boulevard** – The center of the boulevard should have an appropriate mix of trees, greenery, benches and perhaps a few picnic tables. Make it inviting for people to walk there to have their lunch. The center should be wide enough for comfort but not excessively so with wasted area.
5. **Quality Attachment to the Detroit River Walk** – To increase usage of the River Walk, have added parking and a wide entrance area to the River Walk. In this area also add picnic tables, benches, and restroom facilities.
6. **Provide off street bicycle lanes** – Mixed use lanes off street for safety. Wide, maybe 12 foot? Post bicycle speed limit signs to be 10 mph for safety and aesthetics.
7. **Provide More Land for Appropriate Development** – Provide more land on the city side for mixed use development. Provide for a maximum square footage of any one business so that there can be true mixed use. Wide sidewalks with trees.
8. **New Building to be Aesthetic** – Restrict any new building architecture to be welcoming. Street level could only be general people friendly buildings such as grocery stores, clothing stores, hardware stores, eateries, etc. General office and professional offices could only be on 2<sup>nd</sup> and above floors. Limit height to 4 stories for commercial and 6 stories for residential. Above ground parking ramps to be behind buildings.
9. **Provide Street Level Parking** – To facilitate parking for the new people friendly businesses, provide small but numerous street level parking lots. Limit parking to 2 hours using typical pay devices. Limited to one way single lane parking circles.
10. **Pedestrian Overhead Walkways** - Where necessary, construct attractive wide overhead walkways. Have a center point steps down to the landscaped boulevard.

Just my thoughts.



**Your Comment**

Hopefully this  
project will NOT end up  
ON SOMEONE'S SHELF

~~#~~ Hope it will come to FRUITATION!

**Any other thoughts/ideas**

NUMBER ① IS A GOOD  
IDEA!

## Your Comment

I SUPPORT ALTERNATIVE #6. I LIKE THE IDEA OF TWO NARROWER EAST/WEST CROSSINGS RATHER THAN ANOTHER WIDE BOULEVARD SUCH AS JEFFERSON. I DO NOT LIKE THE "Y" INTERSECTION PROPOSED AT JEFFERSON IN ALTERNATIVE 6 HOWEVER.

## Any other thoughts/ideas

I PROPOSE CONTINUING THE ONE-WAY STREETS IN ALTERNATIVE #6 ALL THE WAY TO ATWATER. THIS WILL ELIMINATE THE CONFUSING INTERSECTION AND ALLOW MORE INTUITIVE ACCESS TO THE RIVER AND RENCEN/FUTURE DEVELOPMENT.

### Your Comment

Overall, enjoyed the display. Good information & hope you're able to modify plans by placement of dots. Also, thanks for expansion of hours. Great for me & others who work thru 6 PM.

### Any other thoughts/ideas

I thought alternative 3 was interesting, the most, in fact.

I do not like the routes to thru Chere & Los Campan. It seems intrusive & may displace residents.

**Your Comment**

Design 4 is the best

**Any other thoughts/ideas**

Wind turbines on e-way is cool







### Your Comment

In general I support "boulevarding" or bringing the corridor to at-grade street level. The more local and slow-speed the corridor, the better it will be for walkability and commercial development. Options 4, 5 & 6 seemed the best to me. 6 seems to provide the greatest length of turning the area into a local road, and is my favorite.

### Any other thoughts/ideas

Build for residents, pedestrians, bicyclists first. The commuters will take care of themselves.

## Your Comment

alternative 6 looks most viable  
from near term to future term  
especially with potential for future  
development

Rouse land should strongly  
consider the leasing of air rights  
which would provide monies for  
upkeep & repair.

## Any other thoughts/ideas

Leasing of air rights could accommodate  
residential as well as commercial  
developments

## Your Comment

I prefer 4 + 6 to the other alternatives. I think the priorities should be:

- 1) minimize overall footprint of vehicular travel lanes
- 2) create smaller 2-way streets in 6 instead, or protect the bike lanes
- 3) service drives should not be more than 2 lanes (if you build cars more space, more cars will come)

## Any other thoughts/ideas

- 4) The street connecting Jefferson to the riverfront should be much narrower than north of Jeff.
- 5) 6 should not have another Dequindre cut, but instead have a different productive use
- 6) Prioritize the pedestrian! If we want a vibrant downtown, this area needs to be walkable.

## Your Comment

These are under-creative solutions driven primarily by (1) MDOT's desire to save money; (2) assumptions about traffic that can/should be diverted to points north of Gratiot; and (3) giving lip service to green space + non motorized transit.

## Any other thoughts/ideas

If you are going to remove a freeway, you need to provide a corresponding benefit to those who have to use the corridor on a daily basis. Two years of construction, increased porosity, and traffic spillover are not things people in Lafayette Park should be subjected to without some real - not manufactured - benefit.

## Your Comment

I live in Lafayette Park. I am concerned that ~~the~~ turning 375 into a surface road will open up the possibility of more E-W streets coming into Lafayette Park (ending at Rivard) which will negatively impact and open up the area to further vandalism, trash and illegal parking.

## Any other thoughts/ideas

What is the role of the casinos in this venture?  
Where is the money coming from?  
Do any of the people who are contributors to the planning live in Lafayette Park?  
Are there impact studies on Lafayette Park?

### Your Comment

- Like the idea of a Boulevard / Don't make it too small
- Get rid of Jefferson traffic clog in front of Ren center
- Improved Riverfront Access is good / huge plus
- Keep some green (nature)
- Prepare for a ~~large~~ huge traffic jump if you improve riverfront access
- Keep in Mind that east Jefferson has huge potential

### Any other thoughts/ideas

- ~~Start~~ ~~Raising~~ ~~Kindergarten~~

### Your Comment

I think the decision to ignore heavy volumes of traffic related to special events (sports, music, theater, etc) is a big flaw in the analysis & recommendations. While we may not need large freeway capacity for extended periods of time, these special

### Any other thoughts/ideas

events are increasing in downtown Detroit (eg the new hockey arena & entertainment district) plus more people are working & living downtown & in midtown. We don't want to regret sacrificing the capacity to move large numbers of people & vehicles at times that are unique to urban living.

### Your Comment

I came to the meeting favoring #1 but after talking to Scot - he took the time to ask what things I wanted - he ~~said~~ explained how #3 would be best for my needs. So I have come to favor #3 because the 2-way service drive will take

### Any other thoughts/ideas

traffic off Rivard and also fix the turn of I375 onto Jefferson

## Your Comment

Converting I-375 to a surface street is a great idea!

All examples show a street that is still too wide and ~~is~~ pedestrian unfriendly.

It is hard to turn left from downtown to Jefferson as is, so please ~~do~~ not get rid of left hand turns

## Any other thoughts/ideas

Jefferson needs to be narrowed. There are too many lines  
Elm Streets to the north will be used more ~~if~~ when Jefferson  
is no longer a connector for two freeways.

• I like the idea of fixing Gratiot. There needs to be better (shorter) pedestrian access from Eastern MKT to Downtown and from Midtown to Lafayette Park

If I-94 through Midtown is to be changed, make it a double decker tunnel. For those of us who live near there, widening it would be a disaster.

### Your Comment

Using I-375 as a starting point take advantage of this moment in time to start something unique - to re-imagine Detroit as it's right-sized for future growth. Like San Antonio tap into the Detroit River and, into the downtown area + have it spit/flow back into the River the other ~~side~~ side of the PanCon. The opportunity for development, (residential/comm'l) bike paths, pedestrian traffic, etc.

### Any other thoughts/ideas

This is a large plan with many challenges but the opportunity only comes at one time - Now



**Your Comment**

GREAT WORK EVERYONE! IF ONLY DETROIT'S INFRASTRUCTURE HAD MORE FORWARD THINKING LIKE THIS. AS A RESIDENT OF LAFAYETTE PARK, MY STRONGEST CONCERN IS RETAINING SOME SENSE OF DELINEATION BETWEEN US AND THE ~~CENTRAL~~ CENTRAL BUSINESS DISTRICT AND OUR DISSEPERATE

**Any other thoughts/ideas**

LAND USES AND REQUIREMENTS, THE GREATEST OF WHICH IS TRAFFIC AND NOISE. ABOVE GROUND OR BELOW, EFFORT SHOULD BE TAKEN TO KEEP THROUGH TRAFFIC AT THE GREATEST DISTANCE POSSIBLE FROM EXISTING RESIDENTIAL AREAS.

I DO LIKE THE PROPOSALS TO TURN THE EAST 375 SERVICE DRIVE INTO A 2-WAY LOCAL STREET, HOWEVER THE INTERSECTION OF THIS PROPOSED LAYOUT WITH ATIETEM SHOULD BE REDESIGNED LIKE THIS

#3 THE BEST

OVER

THE EXISTING INTERSECTION  
IS CONFUSING

EXISTING INTERSECTION  
IN DASHED  
LINES

GRANT

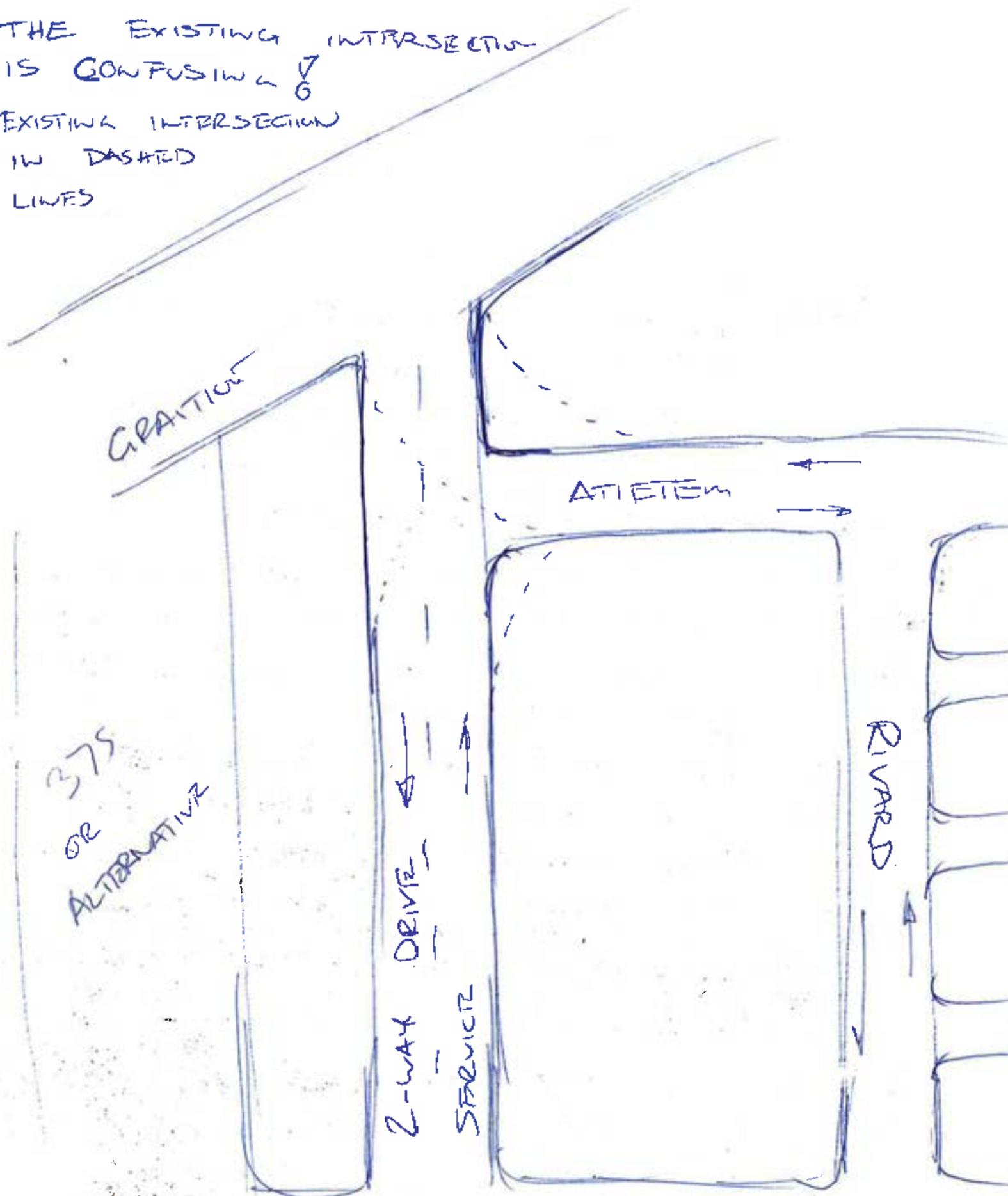
ATIETEM

375  
OR  
ALTERNATIVE

2-WAY DRIVE  
SERVICE

RIVARD

LAFAYETTE



## Your Comment

ALTERNATIVE #1 IS BEST PLAN DUE TO NO ~~THE~~ VEHICLES SOUTH OF JEFFERSON. ① NO REASON TO DUMP VEHICLE AT THE EDGE OF THE RIVER. IT MAY HAVE BEEN THE THINKING IN THE 40'S 50'S OR 60'S. BUT IT IS NOT 21ST CENTURY THINK, LESS CARS, MORE EXPENSE, LESS MONEY FROM WASHINGTON IN THE FUTURE

② ALSO DISPLAY OF ALT. #1 IS SET-UP TO FAIL. OTHER ALT'S HAVE TERRACING + GREEN FRIENDLY APPLICATIONS. ALT #1, WHICH IS

## Any other thoughts/ideas

SET-UP TO FAIL, IS A BLAND VANILLA FORMAT. NO TERRACING NO EYE-CANDY OF THE OTHERS.\*

③ NEED TO STOP CARS ON JEFFERSON BEC. JEFFERSON CAN HANDLE IT, AIR WATER CANNOT. CARS SOUTH OF JEFFERSON WILL HAVE PARKING LOTS PARKING GARAGES + WE CAN'T KEEP PILING TRAFFIC TO THE RIVER

④ ALTERNATIVE ~~#1~~ #1 IS BEGINNING REFERRED TO AS "THE DO NOTHING" ALTERNATIVE, WHICH IS A TORPEDO IN THE BOW OF ANY IDEA OR DISCUSSION OF THAT IDEA.

⑤ THE TRAFFIC FLOW OFF I-75 HAS TO BE STOPPED ABOVE JEFFERSON + SLOWED DOWN. SO GET AHEAD OF SOME OF FREEWAY @ THIS POINT.

\* LABELING IS AT A MINIMUM. ON OTHERS <sup>ALT'S</sup> IT HAS MORE WRITTEN DISPLAY + UNDERSTANDING. ~~WHERE ARE~~

↓ OVER

THE I-75/375 INTERCHANGE. WHAT A MESS.

THE ALT. THAT ALLOWS IT A FREE FLOWING CURVE TO NORTH IS A GOOD IDEA + OVERDUE.

IT IS ESSENTIAL A BAD EX. OF DESIGN AS THE RIGHT HAND TURN ON I-70 IN DOWNTOWN CLEVELAND TO GO EAST/WEST + TRAFFIC HAS TO SLOW TO 35 MPH (OR ZERO WHEN A TRUCK TURNS OVER.

TRAFFIC TO EXIT AT GRATIOT + MAKE A MICHIGAN LEFT TO GO EAST.

THIS INTERCHANGE SHOULD BE RETHOUGHT TO INCLUDE A FLY OVER FROM BOTH NORTH + SOUTH BOUND I-75 TO MOVE TRAFFIC TO EAST SIDE OF FREEWAY + THEN FLY-OVER TO ALLOW A RAMP ON EURS SIDE OF GRATIOT TO EXIT TRAFFIC ONTO GRATIOT. OUT OF DOWNTOWN

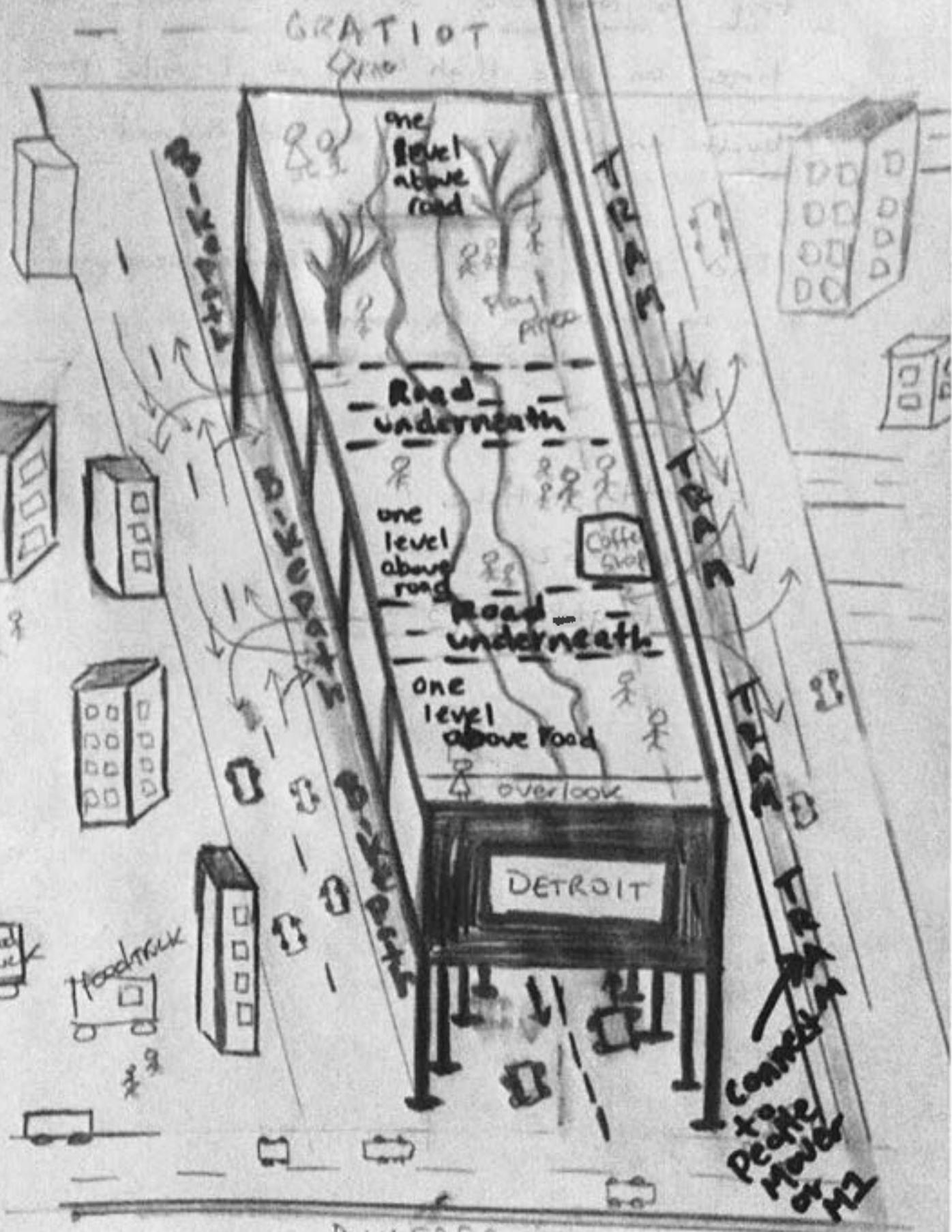


Idea for this came from a recent trip to New York. I had a chance to hike on the High Line, a 1 mile park built on a section of an old railroad.

The park spurred Real Estate development in surrounding neighborhoods.



See other side  
For info.



DIVERGED