

# Illustrative Alternatives Considered and Dismissed

Options that were initially explored but not pursued further for lack of feasibility



## "DECKING" OVER I-375 TO CREATE A PUBLIC PLAZA OR DEVELOPMENT AREA

Constructing a bridge deck or structure over the I-375 freeway lanes was considered and dismissed due to the following factors:

**HIGH COST:** The cost of this alternative, both initial capital and long-term maintenance, is anticipated to be cost-prohibitive due to the extensive structures and ventilation systems required.

**REDUCED CONNECTIVITY:** Decking over freeways typically reduces access and connectivity due to the difficulty of introducing ramps into the covered area. This alternative may require reduction or elimination of ramps to be viable.



## PREVIOUSLY APPROVED ALTERNATIVE FROM 2000 ENVIRONMENTAL ASSESSMENT

An alternative for this corridor was previously approved and designed in the early 2000's, which would extend freeway ramps from I-375 through Jefferson Avenue and to Atwater Street to better connect the corridor to the riverfront. This alternative was dismissed from further consideration for the following reasons:

**LIMITED CONNECTIVITY:** This alternative improves access to the riverfront, but only for motorists already on I-375. In addition, this alternative would not make any significant improvement to access to East Jefferson Avenue.

**POOR MOTORIZED ACCESS:** This alternative would perpetuate or even worsen access issues through the south terminus of I-375 for non-motorized users.

**HIGH COST AND COMPLEXITY:** This alternative would create a third level to the existing interchange, a costly modification which would ultimately perpetuate the sharp curve between I-375 and Jefferson Avenue West.



## DEVELOP BELOW-GRADE SPACE WITH UNDERGROUND PARKING AND AIR RIGHTS DEVELOPMENT ABOVE

While not explicitly eliminated from consideration (this option is a potential future phase within Alternative 6), this option is not considered viable in the near-term for the following reasons:

**LACK OF MARKET DEMAND:** Early results of the economic analysis study indicate weak market demand such an improvement in the near term, given the abundant availability of vacant land and existing surface parking lots near the corridor.

*Alternative 6 presents a solution with a transitional (or potentially permanent) use for this below-grade space.*



## INCORPORATE RAPID TRANSIT WITHIN THE CORRIDOR

While incorporation of transit service within the corridor is supported or enhanced through the illustrative alternatives presented, specific rapid transit solutions (e.g. bus rapid transit (BRT) or rail transit options) are not directly included in any alternative for the following reasons:

**LIMITED OPERATING SEGMENT:** The I-375 corridor itself is only one mile long, too short for a viable operating segment for a rapid transit system.

**LACK OF REGIONAL PLANS FOR CORRIDOR USE:** There are no near- or long-term plans for improved or new transit service in the I-375 corridor by the two existing regional transit systems or the newly-formed Regional Transit Authority (RTA).

*The Southeast Michigan Council of Governments (SEMCOG) plans to initiate an alternatives analysis for rapid transit options in the Gratiot Avenue corridor in late 2014. This study may consider the role of I-375 as part of the downtown terminus for a system serving the Gratiot corridor, depending on the preferred alternative chosen for the I-375 corridor.*



## USE OF ROUNDABOUTS FOR SURFACE STREET INTERSECTIONS

Roundabouts were considered to be applied for surface street intersections but not utilized for the following reasons:

**ANTICIPATED TRAFFIC VOLUMES:** The anticipated future traffic volumes and highly direction traffic flows are not well suited to good roundabout operation.

**NEGATIVE IMPACT ON NON-MOTORIZED TRAFFIC:** Roundabouts are generally not supportive of non-motorized travel due to lack of protected pedestrian phases and bike facilities.

**PROXIMITY TO SIGNALIZED INTERSECTIONS:** Roundabouts typically do not perform well in close proximity to signalized intersections due to the inability to coordinate operations between the two intersections. Many historic roundabouts in older cities such as Washington, D.C. and New York have had their entries signalized over time, thereby defeating the purpose of the roundabout function.

# I-375 Corridor Enhancement Opportunities

Potential Components to be Integrated along the I-375 Corridor

## PEDESTRIAN

Pavement Material Change at Crosswalks



Clearly Defined Crosswalks



Refuge Islands



Pedestrian Enhancements on Bridges



Curb Bumpouts



## BICYCLE

Buffered Bike Lanes - Striping



Buffered Bike Lanes - Raised Median



Buffered Bike Lanes - Landscape Buffer



Access to Bus Stops



Painted Bike Lanes



## WALLS, BRIDGES + PATHS

Retaining Walls



Terraced Retaining Walls



Reconstructed Bridges



Shared-Use Path (At-Grade)



Below-Grade Shared-Use Path



## LANDSCAPE

Stormwater Treatment Along Street



Landscaped Medians



Raingardens



Vegetated Freeway Embankments



Terraced Freeway Embankments



I-375 CORRIDOR

FUTURE 375  
I-375 ALTERNATIVES STUDY

# I-375 Corridor Innovation Feedback

Opportunities to Integrate Innovative Components Contributing to Future 375

(May require innovative funding solutions for implementation, and are subject to safety requirements)

Need help or  
have questions?

Please let someone at the  
station know and they will  
be happy to assist you.

## INSTRUCTIONS:

Participate in shaping the future of I-375 by placing a dot sticker in the appropriate box below to share your opinion on each of these innovative features!

ART ALONG FREEWAY WALL



PLACE DOT HERE

PUBLIC ART INSTALLATIONS



PLACE DOT HERE

RAIN GARDENS ALONG STREET



PLACE DOT HERE

LIGHT POLE WIND TURBINES



PLACE DOT HERE

ARTISTIC NOISE WALL



PLACE DOT HERE

ARTISTIC NOISE



PLACE DOT HERE

LANDSCAPED MEDIAN



PLACE DOT HERE

SOLAR PANELS ON EMBANKMENT



PLACE DOT HERE

BRIDGE LIGHT INSTALLATIONS



PLACE DOT HERE

RECYCLED GABION TERRACES



PLACE DOT HERE

SCULPTURES ALONG THE FREEWAY



PLACE DOT HERE

PLANTED WALL



PLACE DOT HERE

ART ALONG FREEWAY WALL



PLACE DOT HERE

ARTISTIC BRIDGE DESIGN



PLACE DOT HERE

STORMWATER TERRACES



PLACE DOT HERE

ARTISTIC NOISE WALL



PLACE DOT HERE

TURBINE FREEWAY STRUCTURE



PLACE DOT HERE

FREEWAY MEDIAN WIND TURBINES



PLACE DOT HERE

LANDSCAPE AS ART



PLACE DOT HERE

I-375 CORRIDOR

FUTURE 375  
I-375 ALTERNATIVES STUDY

# INTRODUCTION // GIVE US YOUR IDEAS!

*Help Us Identify Additional Alternatives and Opportunities*

## INSTRUCTIONS:

Please take a handout below and provide additional design ideas and comments on the map of the I-375 corridor. When you are finished, please place the handout in the designated box.

**TELL US WHAT YOU THINK!**

Please use a post-it note in the space below to share any additional thoughts or comments:



**Need help or have questions?**  
Please let someone at the station know and they will be happy to assist you.