

# WELCOME TO THE I-375 ALTERNATIVES STUDY

// PLEASE SIGN IN AND TAKE A PROJECT FACT SHEET

**AUGURE 375**  
I-375 ALTERNATIVES STUDY

# INTRODUCTION // WHY THE PROJECT IS NECESSARY

## I-375 is in need of repair...

- The corridor is in need of **significant rehabilitation**
- Structures require major repair or replacement within the **next 5 years**
- Based on previous assumptions, it is estimated to cost approximately **\$80 Million** to reconstruct the facility as-is.
- Transportation funding is **severely constrained**

## ...and needs in Downtown Detroit have changed over time

- Travel patterns have **evolved** with changing development patterns
- New **growth** and development is occurring
- Urban transportation design can suggest alternatives and ways to **serve** all users and improve economic vitality
- This study represents an opportunity to **re-think** the future of I-375 and to develop a plan that best meets the goals of users and contributes to a **vibrant** greater downtown area.



# INTRODUCTION // PROJECT STUDY AREA

## Project Study Areas and Efforts

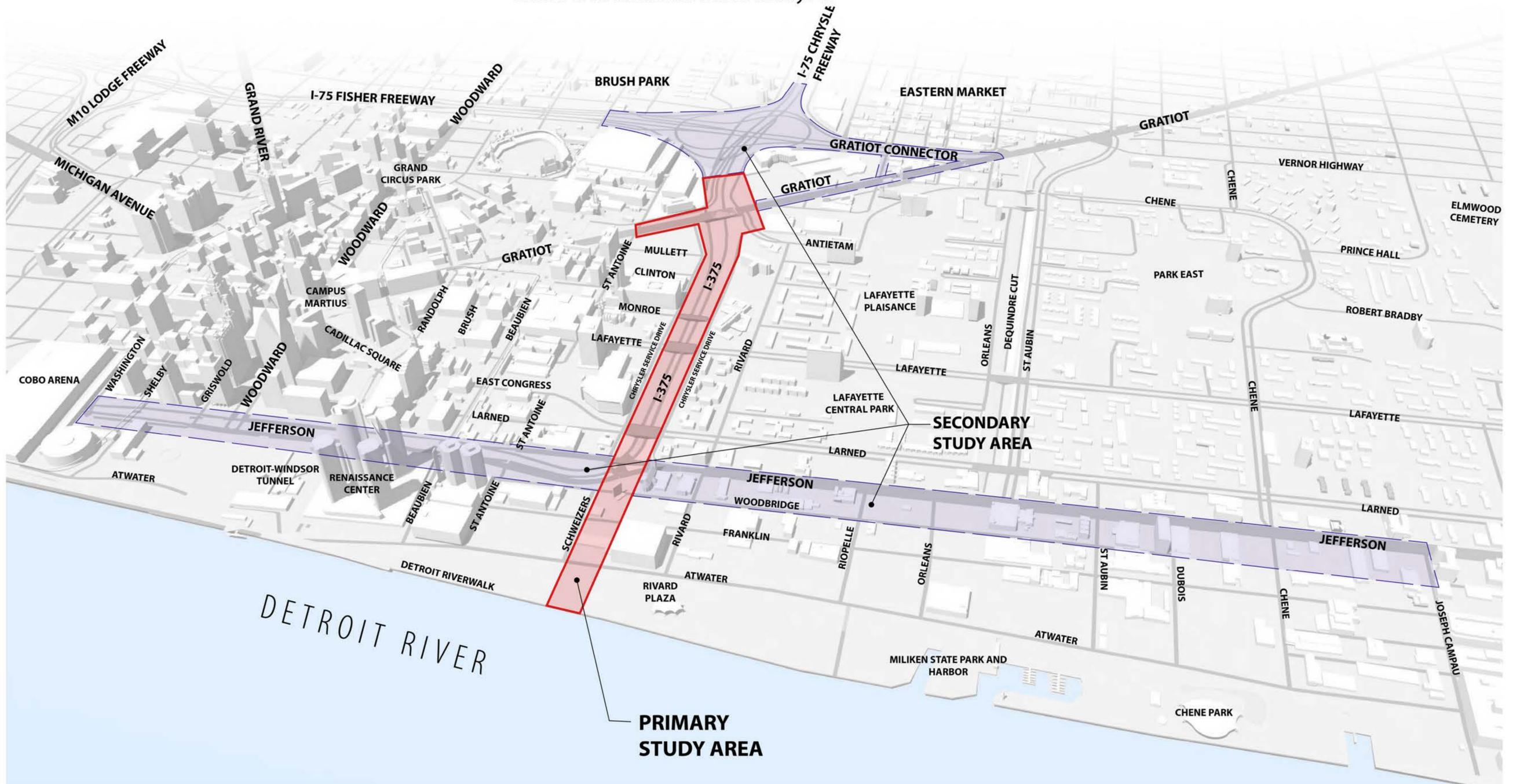
This study is intended to yield a single **Preferred Alternative** to advance for subsequent environmental study and clearance.

### Primary Study Area

- Develop five preliminary alternatives for analysis
  - » Traffic operations analysis
  - » Public space analysis
  - » Economic impact analysis
- Carry forward two alternatives for more detailed traffic and environmental analyses

### Secondary Study Area

- Develop two preliminary alternatives for each area for high-level traffic analysis
- Carry forward most favorable alternative for detailed traffic analysis



# INTRODUCTION // PROJECT GOALS + TEAM

## Project Goals

### Preliminary Project Goals and Objectives Developed by the Advisory Committee:

#### Enhance the transportation network and preserve safety.

- Meet the transportation needs for future demands.
- Improve transit connectivity and enhance non-motorized opportunities.
- Provide cost effective long term roadway infrastructure solution.
- Improve public safety.

#### Support or enhance community quality of life.

- Provide vibrant entrance into downtown Detroit.
- Engage community for vision of future concepts for I-375 corridor.
- Identify opportunities for aesthetic treatments that support the community character.
- Improve connectivity to the Riverfront, Greektown, Stadiums, Central Business District, and Eastern Market.
- Improve image and attractiveness of corridor.

#### Enhance economic opportunities.

- Consider alternatives that will maximize the development potential.
- Explore innovative funding opportunities.
- Support Detroit's and Detroit Future City land use plans.

#### Preserve environmental resources.

- Minimize impacts to natural features.
- Minimize impacts to community landmarks and historic resources.
- Improve storm water quality.
- Minimize air and noise impacts on adjacent neighborhoods.

## Project Team

### TECHNICAL COMMITTEE / LEADERSHIP TEAM

The I-375 Alternatives Study is led by the City of Detroit Downtown Development Authority, as part of the following Technical Committee/Leadership Team:

- Detroit Downtown Development Authority
- Michigan Department of Transportation
- Detroit Riverfront Conservancy
- City of Detroit
- Federal Highway Administration
- Southeast Michigan Council of Governments

### ADVISORY COMMITTEE

A project Advisory Committee, consisting of the following community, business and institutional group representatives, has been established to provide feedback on project direction, alternatives, and outcomes:

- Blue Cross/Blue Shield of Michigan
- Christ Church
- Community Foundation for Southeast Michigan
- Cobo Center
- Crain Communications
- Downtown Detroit Partnership
- Detroit Economic Growth Corporation
- Detroit Housing Commission
- Detroit Planning Commission
- Detroit Metro Convention and Visitors Bureau
- Detroit Tigers
- Detroit-Windsor Tunnel
- DTE Energy
- East Jefferson, Inc.
- Eastern Market Corporation
- Ford Field
- General Motors
- Greektown Casino
- Holy Family Church
- Ilitch Holdings/Olympia Development
- Jenkins Construction
- Kresge Foundation
- Lafayette Chateaufort
- Lafayette Pavilion
- Lafayette Towers
- Lafayette Townhomes
- Lafayette Town Square Co-op
- Rock Ventures
- Rivertown Detroit Association
- Saints Peter and Paul Jesuit Church
- Council Member Mary Sheffield, Detroit City Council (District 5)
- State of Michigan
- University of Detroit Law School
- Wayne County

# INTRODUCTION // PROJECT SCHEDULE + FEEDBACK

## Public Feedback Opportunities

### What is your role?

- **Become familiar with the project.**
  - » Learn about (and share with us) current issues within the corridor.
  - » See what other cities have done to improve downtown freeway corridors.
- **Share your thoughts with our team.**
  - » Mark on maps what you see as key issues and needs in the corridor.
  - » Indicate your priorities for improvements.
  - » Tell us what you would like the future of this corridor to be.
- **Complete the survey!**
  - » Please complete the short surveys available at each station.
  - » Help our team define the purpose of and need for this project.
  - » Express your priorities regarding project goals.

**Need help or have questions?**

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

## Project Schedule

| ACTIVITY                   | JANUARY            | FEBRUARY | MARCH                | APRIL                    | MAY | JUNE                       | JULY |
|----------------------------|--------------------|----------|----------------------|--------------------------|-----|----------------------------|------|
| ALTERNATIVES STUDY         | ALTERNATIVES STUDY |          |                      |                          |     |                            |      |
| STAKEHOLDER OUTREACH       |                    | ★        | STAKEHOLDER OUTREACH |                          |     | ★                          | ★    |
| ALTERNATIVES DEVELOPMENT   |                    |          |                      | ALTERNATIVES DEVELOPMENT |     |                            |      |
| TECHNICAL ANALYSIS         |                    |          |                      | TECHNICAL ANALYSIS       |     |                            |      |
| RECOMMENDATIONS (GO/NO-GO) |                    |          |                      |                          |     | RECOMMENDATIONS (GO/NO-GO) |      |

**PHASES OCCURRING AFTER THE ALTERNATIVES STUDY:**

- » NEPA (ENVIRONMENTAL) CLEARANCE
- » DESIGN
- » CONSTRUCTION

★ **YOU ARE HERE**  
 ★ **FUTURE PUBLIC MEETINGS**

# 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               |  |

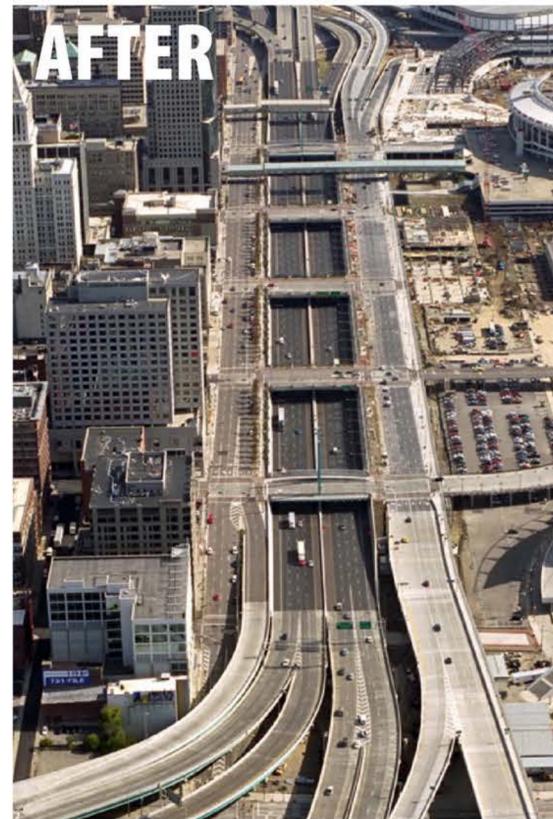
# BENCHMARKING // COMPARABLE PROJECTS

|   | <b>I-375</b><br>[DETROIT, MI]          | <b>Fort Washington Way<br/>Reconfiguration</b><br>[CINCINNATI, OH]  | <b>Embarcadero Freeway</b><br>[SAN FRANCISCO, CA]  | <b>Central Artery<br/>Greenway</b><br>[BOSTON, MA]   | <b>Park East Freeway</b><br>[MILWAUKEE, WI]   |
|---|--|---|--|--|---|
| <b>PROJECT TYPE</b>                     | Alternatives study                     | Reconfiguration of freeway  | Damaged elevated freeway replaced with city street and Light Rail Transit  | Rerouting of elevated I-93 freeway to tunnel. Greenway built on top of I-93 tunnel.  | Elevated freeway replaced with city street and development parcels  |
| <b>AVERAGE DAILY TRAFFIC (ADT)</b>      | North end: 80,000<br>South end: 15,000 | 130,000   | 100,000+   | 200,000  | 54,000  |
| <b>PROJECT LENGTH</b>                   | 1 mile                                 | 1 mile  | 1 mile   | 3.5 miles  | 1 mile  |
| <b>CONTEXT</b>                          | Downtown Detroit                       | Downtown Cincinnati, Ohio River waterfront  | Downtown San Francisco Bay waterfront  | Downtown Boston (between North Station and Chinatown)  | Downtown Milwaukee River waterfront   |
| <b>COST</b>                             | TBD                                    | \$80+ million.<br>An additional \$20 million was secured to finance light rail and an intermodal center in connection with FWW.   | Less than \$50 million   | \$1B   | \$45 million  |
| <b>DESIGN AND CONSTRUCTION TIMELINE</b> | TBD                                    | Design began in 1997 and construction was completed in 2000   | The Loma Prieta earthquake severely damaged the freeway in 1989 and in 1991 the freeway was demolished.  | Big Dig took 28+ years to be designed, permitted and constructed. The inaugural celebration for the Greenway occurred in 2008.   | Planning and design 1996-2002; Construction 2002-2003   |
| <b>MAJOR FEATURES OF DEVELOPMENT</b>    | TBD                                    | <ul style="list-style-type: none"> <li>• Reconnected the Central Business District with the Cincinnati Riverfront and the adjacent business districts of Covington and Newport</li> <li>• Served as a catalyst for revitalization</li> <li>• Narrowed corridor and reclaimed 16 acres of riverfront real estate for development</li> <li>• Two new stadiums and a new riverfront park</li> <li>• Improved traffic efficiency into downtown and on adjoining streets</li> <li>• Improved operations and reduced and safety issues</li> </ul> | <ul style="list-style-type: none"> <li>• Freeway removed after earthquake damage</li> <li>• At-grade boulevard with pedestrian promenades at key crossing points</li> <li>• New center running streetcar line</li> <li>• Created over 100 acres of developable land</li> <li>• Restored access to the waterfront</li> <li>• Revived activity at the Ferry Building and Pier 1</li> </ul> | <ul style="list-style-type: none"> <li>• Created 27 acres of open space for a Greenway</li> <li>• Enhanced and created pedestrian and non-motorized connections</li> <li>• Used by 1,000's of pedestrians daily</li> <li>• New Park, Pavilion, Plazas, and many other amenities</li> <li>• Greatly increased adjacent property values</li> </ul> | <ul style="list-style-type: none"> <li>• Created 25 acres of developable land</li> <li>• Redevelopment projects in excess of \$780 million are anticipated</li> <li>• New Mixed Use Residential and Commercial Buildings</li> <li>• New park and public plaza</li> <li>• Redevelopment has been slow to take hold, impacted by economic downturn</li> </ul> |

# BENCHMARKING // COMPARABLE PROJECTS

## Fort Washington Way: Cincinnati, Ohio

» Reconfiguration of freeway.



### ABOUT THE PROJECT:

- Reconnected the Central Business District with the Cincinnati Riverfront
- Served as a catalyst for revitalization
- Narrowed corridor and reclaimed 16 acres of riverfront real estate for development
- Two new stadiums and a new riverfront park
- Improved traffic efficiency



## Embarcadero Freeway: San Francisco, California

» Damaged elevated freeway replaced with city street and Light Rail Transit.



### ABOUT THE PROJECT:

- Freeway removed after earthquake damage
- At-grade boulevard with pedestrian promenades at key crossing points
- New center running streetcar line
- Created over 100 acres of develop-able land
- Restored access to the waterfront
- Revived activity at the Ferry Building



# BENCHMARKING // COMPARABLE PROJECTS

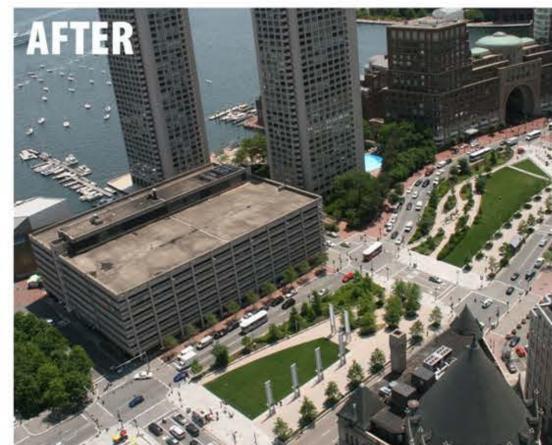
## Central Artery Greenway: Boston, Massachusetts

» Rerouting of elevated freeway to tunnel. Greenway built on top of I-93 tunnel.



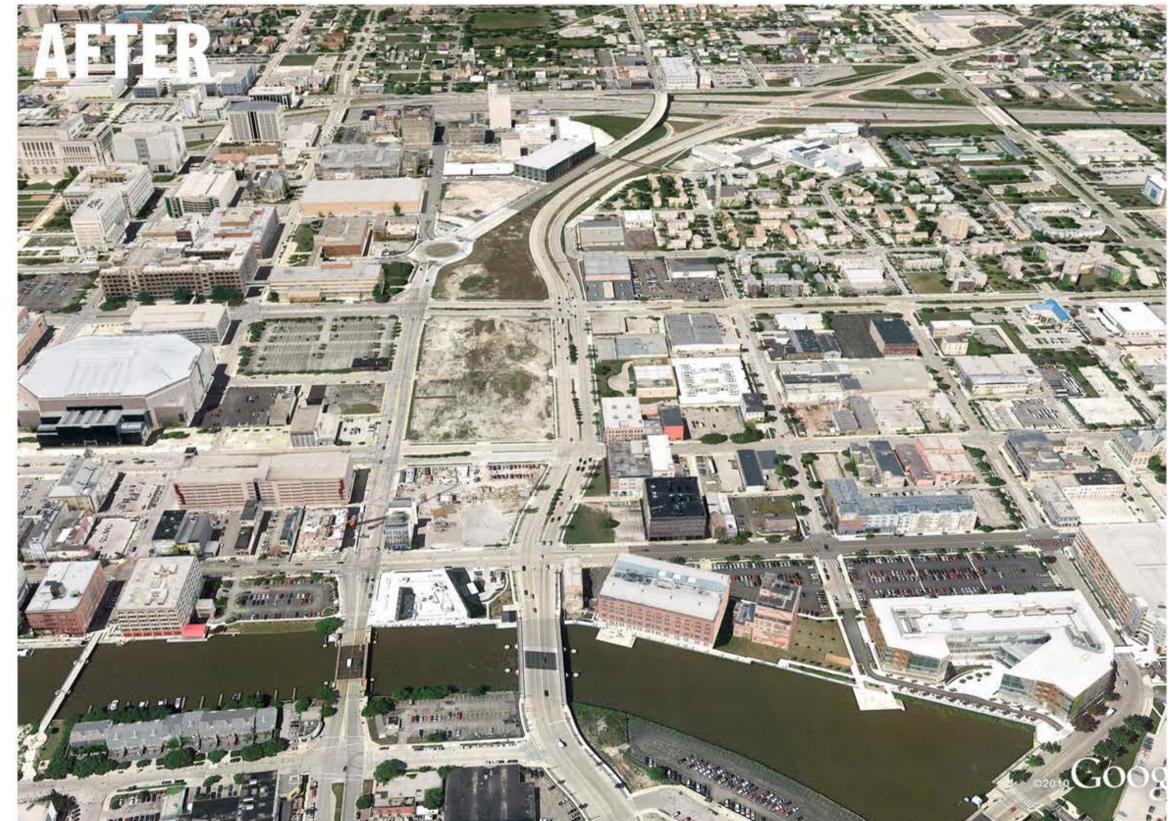
### ABOUT THE PROJECT:

- Created 27 acres of open space for a Greenway
- Enhanced and created pedestrian and non-motorized connections
- Used by 1,000's of pedestrians daily
- New Park, Pavilion, Plazas, and many other amenities
- Greatly increased adjacent property values



## Park East Freeway: Milwaukee, Wisconsin

» Elevated freeway replaced with city street and development parcels.



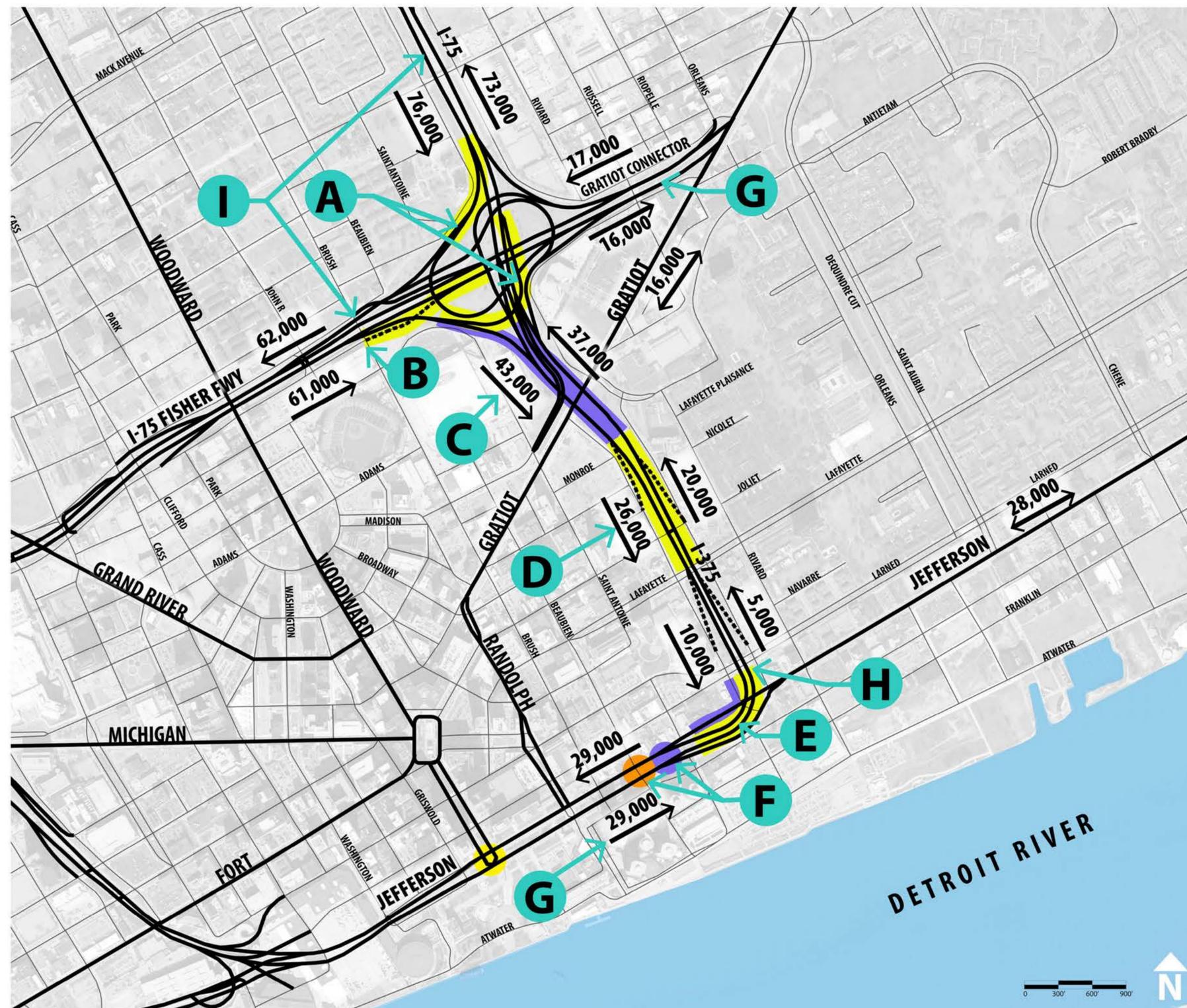
### ABOUT THE PROJECT:

- Created 25 acres of develop-able land
- Redevelopment projects in excess of \$780 million are anticipated
- New Mixed Use Residential and Commercial Buildings
- New park and public plaza
- Redevelopment has been slow to take hold, impacted by economic downturn



# VEHICULAR TRANSPORTATION // CONGESTION + SAFETY

## Traffic Volumes and Safety in the Primary Study Area



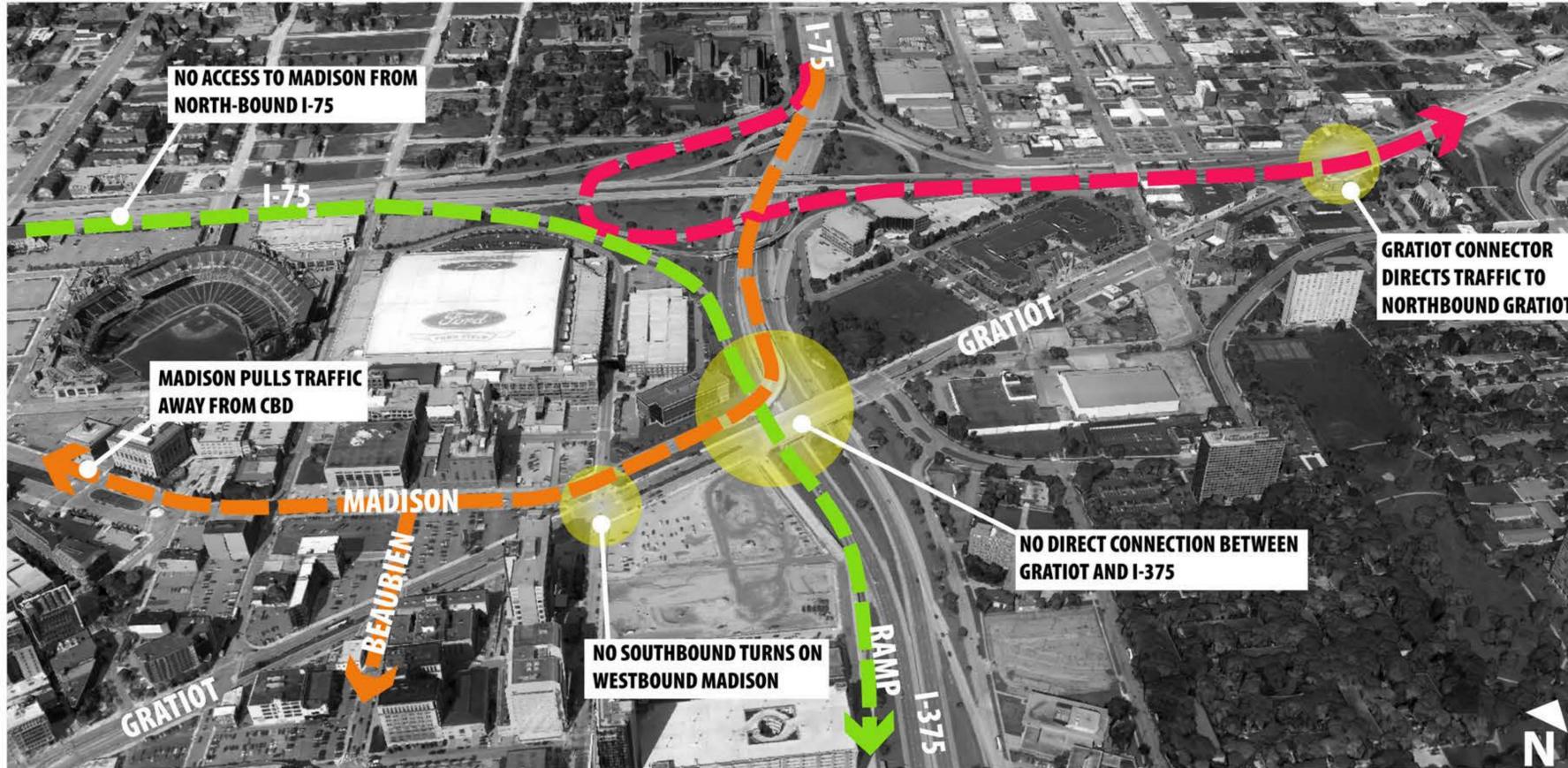
- A** Higher crash rates\* due to ramp geometrics and high volumes of through traffic.
- B** Higher crash rates\* are the result of limited visibility and the high volumes of through traffic. Congestion around events.
- C** Congestion is caused by southbound I-75 traffic weaving across northbound I-75 traffic that are crossing paths to access I-375 and the Lafayette exit.
- D** Ramp backups result in higher crash rates\* for southbound vehicles.
- E** Southbound vehicles have a higher crash rate\* due to the tight roadway curve.
- F** AM traffic queuing at "Michigan left" to access Riverfront Parking areas causes congestion. PM traffic queuing resulting from multiple turning movements with limited space causes congestion.
- G** Traffic volumes show that the Gratiot connector is being used; however the current road design can handle higher traffic volumes than what currently exist. Event days direct traffic from I-75, resulting in high volumes.
- H** Traffic volumes on southbound I-375 significantly decrease at the Monroe Street ramp and subsequently at the Lafayette ramp resulting in a significant drop in volume at the Jefferson terminus to I-375. Future development on waterfront may result in increasing volumes at the south end of I-375
- I** A significant amount of I-75 traffic (more than 50%) is through traffic and does not continue on to I-375.

\* Based on Localized Crash Analysis and Regional Crash Rates SOURCE: SEMCOG

█ PM CONGESTION      **XX,000** ← AVERAGE DAILY TRAFFIC (ADT) VOLUMES\*\*  
█ AM CONGESTION      SOURCE: MDOT, City of Detroit (2011-2012)  
█ SAFETY FOCUS AREA      - - - - - HIGHWAY RAMP

# VEHICULAR TRANSPORTATION // VEHICULAR ACCESS

STATION 3



## Existing I-375 Configuration

I-375 Geometry Limits Access to Gratiot (A Significant Trunk Route) and the CBD

- - - GRATIOT CONNECTOR ROUTE
- - - MADISON EXIT ROUTE
- - - NORTH-BOUND I-75 ROUTE
- INTERSECTION



## East Jefferson

I-375 Geometry and Removed Street Grid Limit Access to Riverfront District

- - - EAST-BOUND EAST JEFFERSON ROUTE
- - - WEST-BOUND EAST JEFFERSON ROUTE
- AREA LACKING STREET GRID
- INTERSECTION

# VEHICULAR TRANSPORTATION // CONNECTIVITY

## Primary Study Area Street Network Challenges



-  ONE-WAY STREET (CIRCLE REPRESENTS START OF ONE-WAY TRAFFIC)
-  BROKEN/MISSING STREET GRID CONNECTION

### GENERAL OBSERVATIONS

- Major developments and institutions have consolidated city parcels into super blocks eliminating a significant portion of the vehicular street grid.
- The broken street grid particularly east of I-375 limits travel and consolidates traffic on fewer roadways.
- Choice and flexibility in travel routes is limited with a reduced street grid.
- The significant number of one-way streets especially on the west side of I-375 create confusion, limitation on travel routes and reduces flexibility.
- The radial street pattern, prevalence of one-way streets, and the disrupted street grid result in unique intersections with restrictive and complicated traffic turning movements.

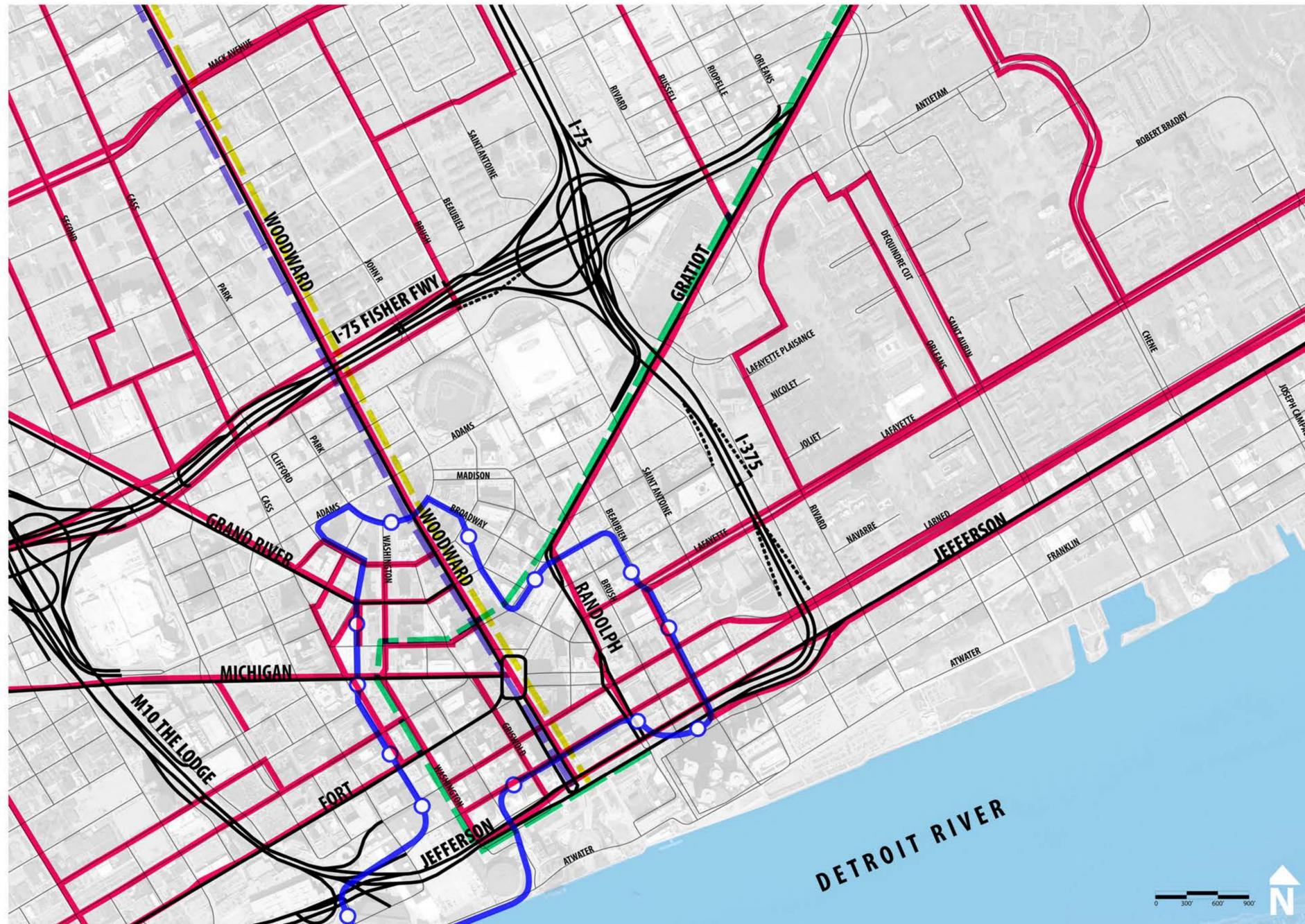
# PUBLIC TRANSPORTATION // TRANSIT

## Existing and Proposed Transit Services

## 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.



- DDOT BUS ROUTE
- UNDER STUDY - WOODWARD BUS RAPID TRANSIT (BRT)
- PLANNED - M-1 RAIL STREETCAR
- PROPOSED - GRATIOT BUS RAPID TRANSIT (BRT)
- DETROIT PEOPLE MOVER
- DETROIT PEOPLE MOVER STATION

STATION 3

FUTURE 375  
I-375 ALTERNATIVES STUDY

# VEHICULAR TRANSPORTATION // HELP US MAP DRIVING CONDITIONS

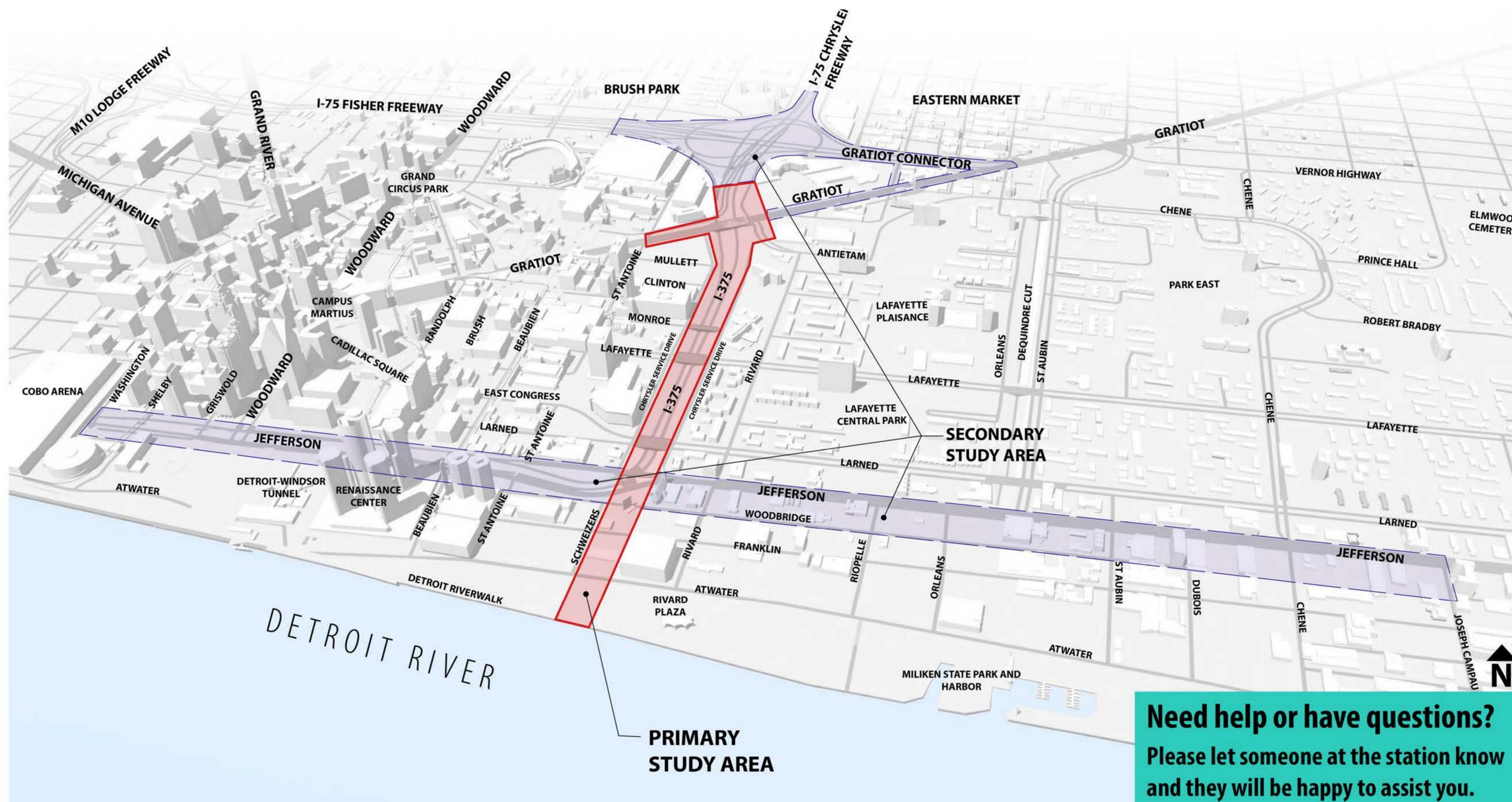
## Map Instructions

Please place dot(s) on the map to show areas of concern on or near I-375. Use the following codes:

- **Red:** Congestion
- **Blue:** Vehicular Safety Issue

## Tell Us What YOU Think!

Please use a post-it note in the space at the right to share any additional thoughts or comments.



**Need help or have questions?**  
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# VEHICULAR TRANSPORTATION // HELP US MAP DRIVING CONDITIONS

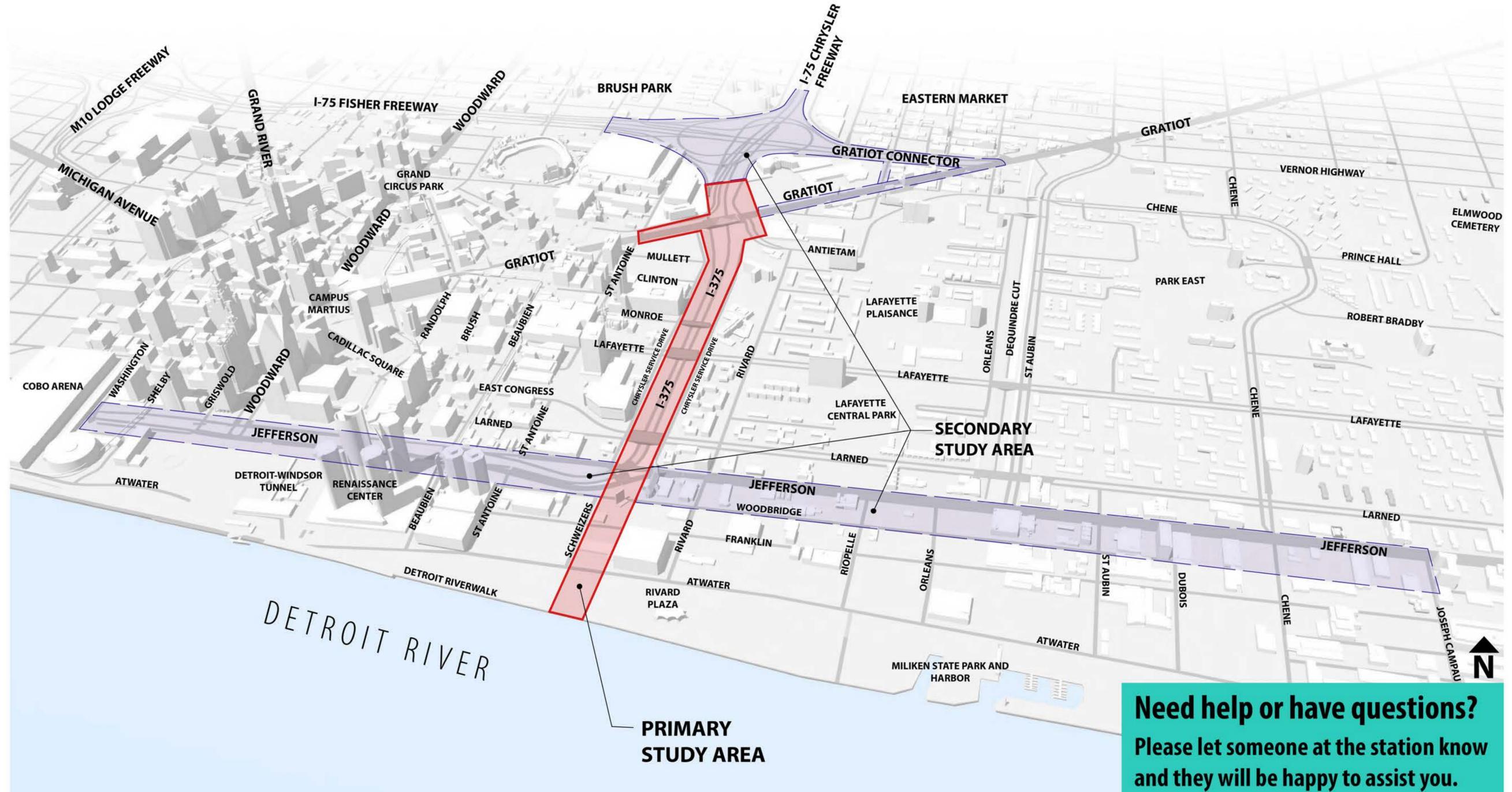
## Map Instructions

Please place dot(s) on the map to show areas of concern on or near I-375. Use the following codes:

- **Blue:** Poor Roadway Conditions
- **Yellow:** Visually Unappealing

## Tell Us What YOU Think!

Please use a post-it note in the space at the right to share any additional thoughts or comments.



**Need help or have questions?**  
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# PEDESTRIAN EXPERIENCE // EXISTING CONDITIONS ADJACENT TO I-375

## Analysis of Existing Pedestrian Conditions

## General Observations



- There are sidewalks on every street with only a few gaps (i.e. Antietam and Monroe Street Bridge).
- Sidewalks vary in width and sometimes not wide enough to serve adjacent uses.
- Some sidewalks have lawn buffers to adjacent vehicle traffic but most do not have street trees.
- Pedestrian oriented lighting is not consistently provided.
- Sidewalks generally are in good repair and kept clean of debris.
- Streetscape furnishings are not consistently provided.
- Most intersections have some level of pedestrian crossings.

## Pedestrian Experience

- Streets closest to I-375 have an unsatisfactory pedestrian experience.
- Pedestrian connections to the event district north of Gratiot are significantly impacted by the intensity, scale and pedestrian crossings along Gratiot.
- Access to the RiverWalk from the north is constrained by Jefferson
- There is an unsatisfactory pedestrian experience to and along the riverfront because of the predominance of parking facilities (surface and deck).
- Areas where there are super blocks and large single uses have an unsatisfactory pedestrian experience.

\*ADA Compliance was not evaluated

## PEDESTRIAN EXPERIENCE EVALUATION

|  |  |   |   |   |                                   |
|--|--|---|---|---|-----------------------------------|
| <p><b>GOOD</b><br/>Walking along streets that have a mix of uses, pull buildings to the sidewalk, have pedestrian building entries and are well traveled by other pedestrians. These streets balance pedestrian and vehicular needs.</p> | <p><b>NEUTRAL</b><br/>Walking on streets that are neither good or unsatisfactory but somewhere in between.</p> | <p><b>UNSATISFACTORY</b><br/>Walking along streets that are adjacent to single uses, adjacent to vacant and/or parking lots, have blank walls or only vehicle entries and do not feel safe. These streets may not be well travel either by pedestrians or vehicles. Or can have too much vehicular traffic.</p> | <p><b>EVENT ORIENTED</b><br/>Walking experience is influenced by the nature of this area. Sidewalks are large to accommodate large crowds. When there are no events there is little to draw pedestrians into this area.</p> | <p><b>SIGNIFICANT CHALLENGES AT INTERSECTIONS</b></p> | <p><b>OVERPASS EXPERIENCE</b></p> |
|--|--|---|---|---|-----------------------------------|