

I-375 Advisory Committee – January 25, 2016

STUDY UPDATE, KEY FINDINGS AND NEXT STEPS

// ADVISORY COMMITTEE MEMBERS

- Blue Cross/Blue Shield of Michigan
- Christ Church
- Community Foundation for Southeast Michigan
- Cobo Center
- Crain Communications
- Downtown Detroit Partnership
- Detroit Department of Transportation
- 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

// WELCOME AND INTRODUCTIONS

- Thank you to our study funders
 - Blue Cross/Blue Shield of Michigan
 - Community Foundation for Southeast MI
 - DTE Energy Foundation
 - Ford Field
 - General Motors
 - Kresge Foundation
 - Michigan Department of Transportation

// AGENDA

- Study Status
- Evaluation Process
- Illustrative Alternative Analysis
- Study Results and Conclusions
- Future Activities

// PREVIOUS STAKEHOLDER MEETINGS

- Over 40 people attended first and second advisory committee meeting
- Roughly 140 in attendance at first public meeting, nearly 200 at second public meeting
- Received several feedback forms regarding the illustrative alternatives
- Full public meeting report will be posted on the project web site (www.michigan.gov/i375study) and advisory committee report e-mailed to group

// OTHER RECENT ACTIVITIES

- Development of evaluation criteria
- Greater technical and qualitative analyses
- Greater coordination with the Duggan Administration
- Coordination with and consideration of parallel planning efforts, including:
 - East Jefferson/East Riverfront
 - Gratiot Avenue Transit Study
 - Eastern Market Long-Range Plan
 - Brewster-Douglass Redevelopment
 - Status of Wayne County Jail site

// EVALUATION CRITERIA

- Established by the Technical Committee
 - Based on the project goals, purpose and need
 - Consider a range of factors
- Each alternative evaluated based on technical analysis, qualitative assessment, and stakeholder input

// EVALUATION CRITERIA

Mobility and Safety

- Future vehicular traffic capacity
- Roadway safety for vehicles
- Roadway safety for pedestrians and bicycles
- Pedestrian and bicycle facilities and environment

Connectivity

- Vehicular traffic connectivity
- Non-motorized traffic connectivity
- Linkages to existing and planned transit services

// EVALUATION CRITERIA

Economic Development and Land Use

- Supports economic development opportunities
- Supports community land use plans

Quality of Life

- Aesthetic improvements/downtown gateway
- Environmental resources/conditions

// EVALUATION CRITERIA

Cost

- Capital cost
- Operations and maintenance cost

Ease of Implementation

- Implementation/constructability
- Community acceptance

// I-375 CORRIDOR ALTERNATIVES

- Aimed at addressing existing issues and future conditions:
 - Operations
 - Safety
 - Connectivity
 - Non-Motorized Environment
- Six illustrative alternatives developed

// I-375 ALTERNATIVE 1



- Reconstruct freeway in place
- Southbound ramp improvements
- Estimated Total Cost: **\$60-70M**



// I-375 ALTERNATIVE 2



- Reconstruct freeway
- Southbound ramp improvements
- New riverfront connection
- Non-motorized improvements
- Estimated Total Cost: **\$70-80M**



// I-375 ALTERNATIVE 3



- Shift freeway towards west
- Transition to surface street at Larned to Atwater
- New greenway public space
- Estimated Total Cost:

\$55-65M



// I-375 ALTERNATIVE 4



- I-375 becomes surface roadway on east side of corridor
- Potential property for reuse along west side of corridor
- New greenway public space
- Estimated Total Cost:



\$40-50M

// I-375 ALTERNATIVE 5



- I-375 becomes surface roadway on west side of corridor
- NB Service drive becomes two-way local roadway
- Potential property for reuse as greenway
- Estimated Total Cost:

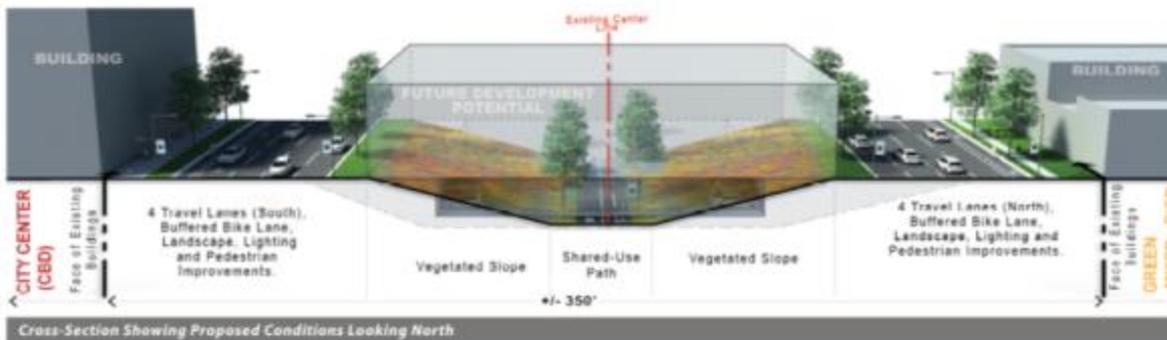


\$45-55M

// I-375 ALTERNATIVE 6



- I-375 becomes two one-way surface streets in location of existing service drives
- Potential property for interim reuse as multi-use trail
- Estimated Total Cost: **\$40-50M**



// KEY FINDINGS - GEOMETRY

- Not feasible to come to surface at Jefferson without being at surface north of Larned
- Two feasible riverfront alignments
 - Schweitzer Place alignment
 - East alignment
 - Either alignment could work with any alternative

// KEY FINDINGS – TRAFFIC OPERATIONS

- Current facility operates below capacity
- Scenarios retaining the freeway would operate below capacity, but existing operational issues would persist
- Freeway removal scenarios increase travel time, but acceptable operations could be achieved
- No fatal flaws anticipated with any alternative

// KEY FINDINGS – TRAFFIC SAFETY

- Existing safety issues include
 - Jefferson curve
 - I-75/Lafayette weave
 - Rear-end crashes from ramp back-ups
- Alternatives 1 and 2 would not address safety issues
- Freeway removal alternatives would address existing issues, but increase conflicts at signalized intersections
- Design of freeway end transition would be key safety consideration

// KEY FINDINGS – ECONOMIC IMPACT

- Any residual property resulting from freeway removal would have limited sale value in the current market due to:
 - Relative availability of land in the greater downtown area
 - Parcel configurations and narrow widths
 - Adjacent uses which impede desired development
- If sold, residual properties may remain vacant or be developed for surface parking, which could erode adjacent property values and would not create desired street activity

// KEY FINDINGS – ECONOMIC IMPACT

- Potential economic impact therefore focused on:
 - Improved connectivity to developable land
 - Impact to real estate values
 - Urban vitality/enhancement
 - Benefits concentration/area of impact
- Alternatives which include removal or significant modification of the freeway are estimated to result in the highest positive economic impact

// KEY QUALITATIVE FINDINGS

Non-Motorized Travel

- Ped and bike environment best under Alternative 4-6
- However, increased crossing distances in some cases

Connectivity

- Alternatives 2-6 all would greatly improve riverfront access
- Alternatives 4-6 would most improve access at the north end of the corridor

// KEY QUALITATIVE FINDINGS

Quality of Life

- Alternatives 3-6 create greatest opportunities for aesthetic improvements
- All alternatives include trade-offs in terms of environmental conditions

Ease of Implementation

- Alternatives 1 and 2 would be the least disruptive to construct
- Mixed stakeholder acceptance of alternatives

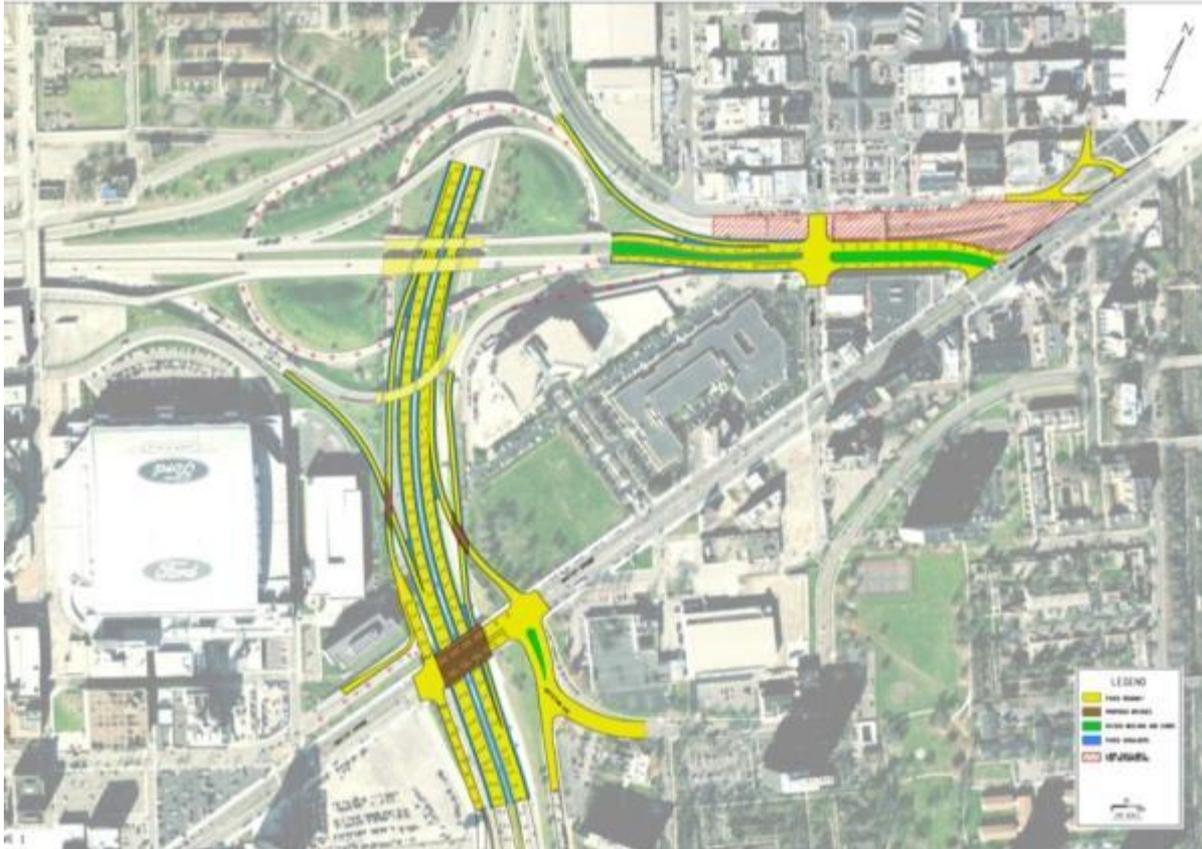
// STAKEHOLDER FEEDBACK

- Consensus that I-375 Alternative 1 is not desirable due to high cost of maintenance, poor connectivity to riverfront, safety concerns
- Other results largely mixed:
 - Mixed response with regards to replacement of the freeway vs. maintaining freeway
 - Concerns raised about both scenarios
 - Differing opinions regarding issues and opportunities for re-use of residual space

// SECONDARY STUDY AREAS

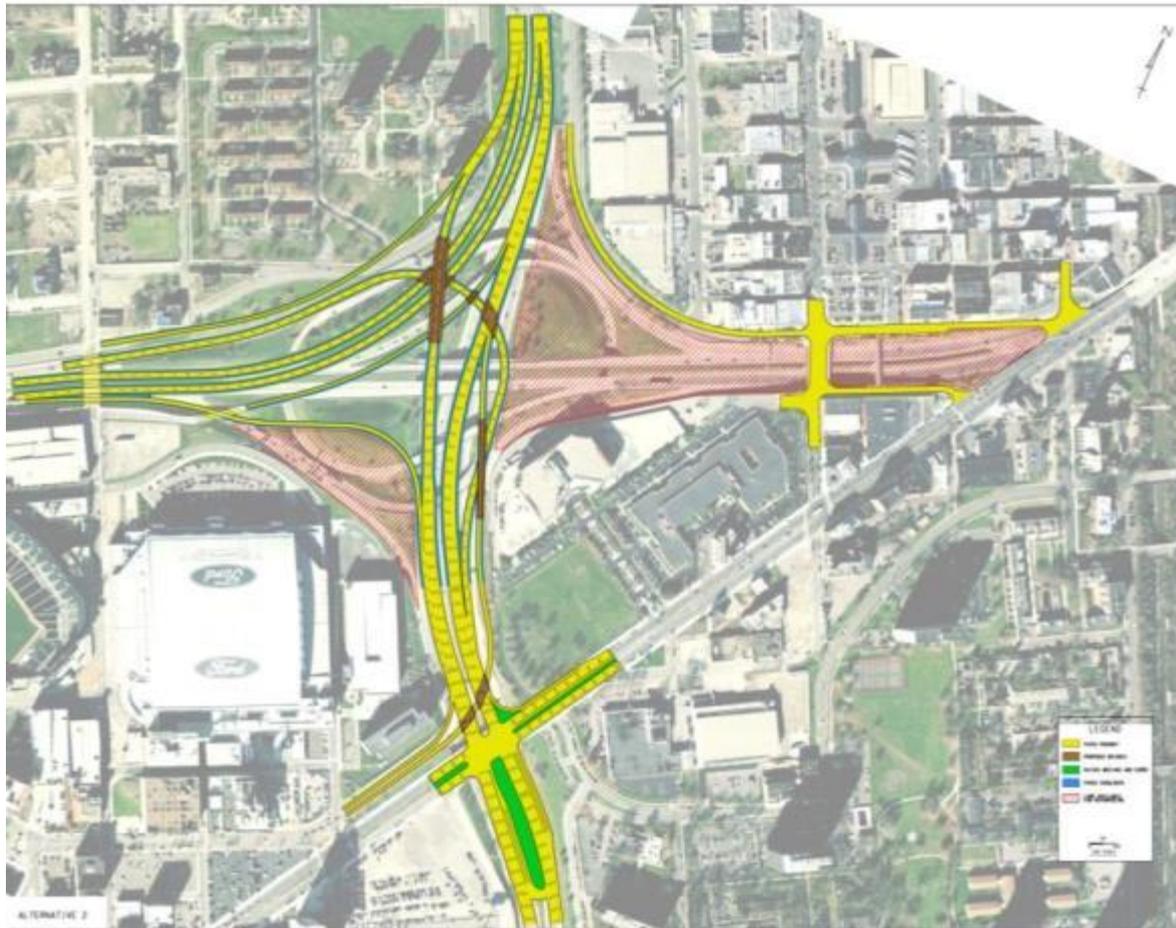
- Two options each developed for the following secondary study areas:
 - I-75/I-375/Gratiot Connector Interchange
 - Jefferson Avenue east of I-375
 - Jefferson Avenue west of I-375

// INTERCHANGE ALTERNATIVE 1



- New interchange with Gratiot
- Convert connector to surface street
- Rehab remaining bridges and pavement
- Estimated Total Cost:
\$75-90M

// INTERCHANGE ALTERNATIVE 2

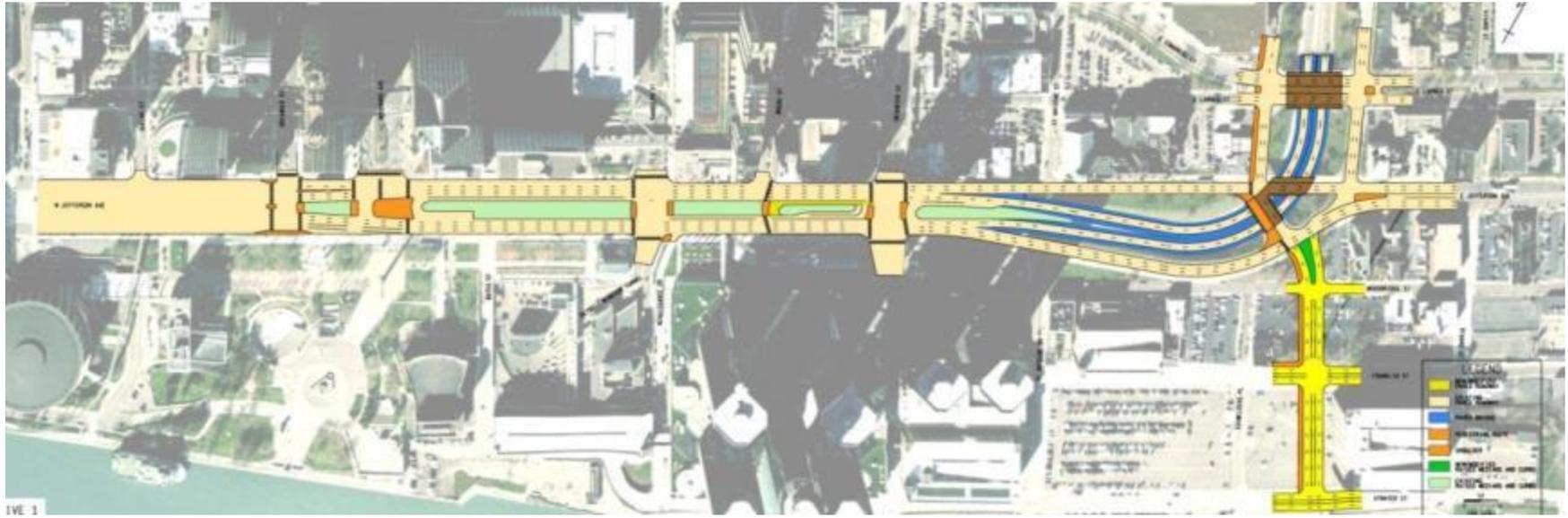


- Reconfigure with I-75 as thru movement
- New connections to Brush and Gratiot
- Eliminate Gratiot Connector
- Estimated Total Cost:
\$100-120M

// KEY FINDINGS

- No fatal traffic operations or safety flaws with either alternative
- Alternative 2 would greatly improve I-75 thru movement
- Alternative 2 would provide significant developable land adjacent to Eastern Market
- Both alternatives would provide improved gateway opportunity
- Alternative 2 would be much more complex and time consuming to construct

// WEST JEFFERSON ALTERNATIVE 1



- Eliminate EB left turn at Woodward
- Expand Woodward median space into enhanced pedestrian plaza
- Relocate WB left turn at Beaubien to new crossover

// WEST JEFFERSON ALTERNATIVE 2

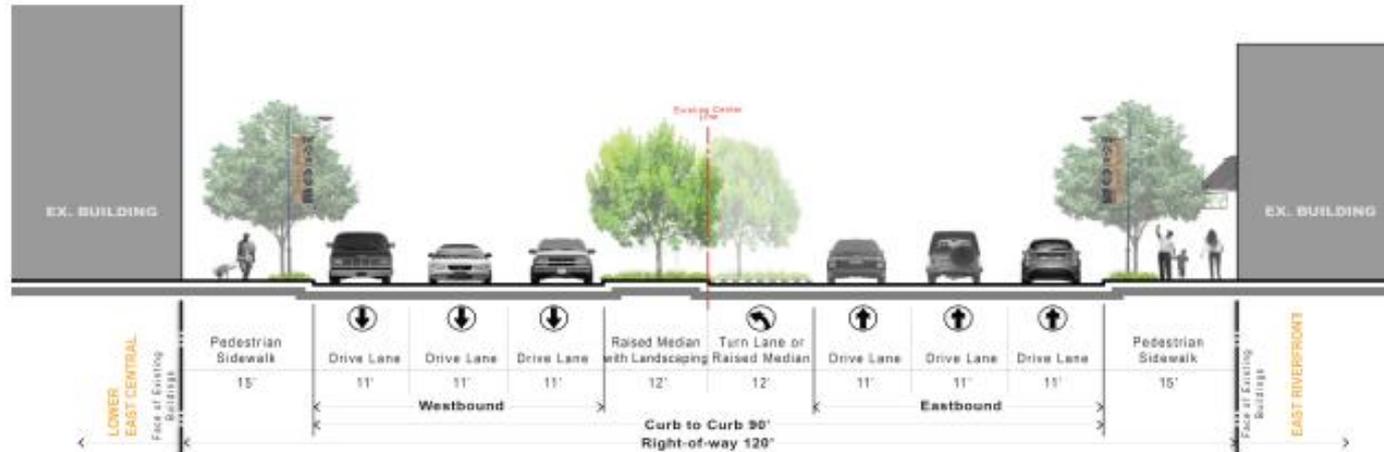


- Eliminate EB and SB left turns at Woodward
- Expand Woodward median space into enhanced pedestrian plaza
- Relocate all left turn at Beaubien to new crossovers

// KEY FINDINGS

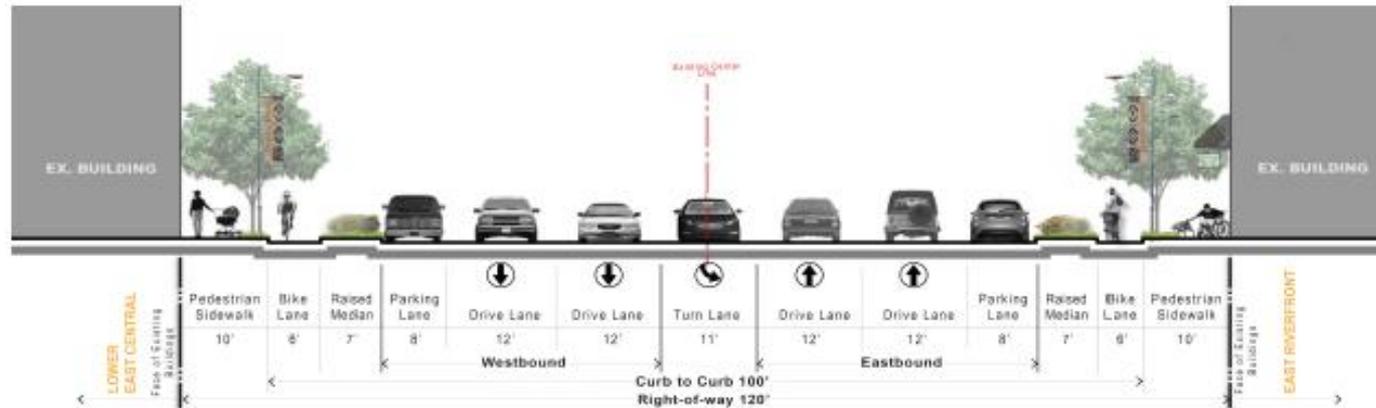
- Alternative 2 would most improve operations and safety along Jefferson, but would have the greatest impact and traffic diversion from Woodward
- Both alternatives would improve pedestrian crossing experience
- Both alternatives would improve operations at Beaubien

// EAST JEFFERSON ALTERNATIVE 1



- Three lanes in each direction
- Raised, landscaped median with pedestrian refuge at crossings
- Estimated Total Cost: \$8-10M

// EAST JEFFERSON ALTERNATIVE 2



- Two lanes in each direction with left turn lane
- On-street parking on both sides
- Bike lanes in both directions buffered by sidewalk
- Estimated Total Cost: **\$11-14M**

// KEY FINDINGS

- Alternative 1 would provide greatest capacity and flexibility for future rapid transit
- Alternative 2 would provide greater multi-modal options and parking along the corridor
- Both alternatives would reduce pedestrian crossing distances
- Alternative 2 would be more complex and costly to construct

// STUDY RESULTS

- All Illustrative Alternatives are recommended to advance for further consideration
- No recommended alternatives will be identified at this time due to a number of factors
 - Other planning initiatives underway which may influence this corridor
 - Desire for a more in-depth land use visioning process for the I-375 corridor
 - Need for more quantitative analyses of air quality and noise impacts of the illustrative alternatives

// KEY STUDY CONCLUSIONS

- The study succeeded in illustrating that an at-grade option is feasible
- Reconstructing the corridor in-kind (Alternative 1) is not acceptable to the community and would not meet study goals
- Improved linkage of the I-375 corridor to the riverfront is an essential element of any alternative to advance

// FUTURE ACTIVITIES

- Work products conducted as part of this study can be used to support future phases and environmental clearance
- Funding to be identified for further planning, design and reconstruction of the corridor
- Further community engagement around a land use vision for the corridor

// CONTINUE THE CONVERSATION

- Watch the web site for updates at www.michigan.gov/i375study

Thank you for your participation!