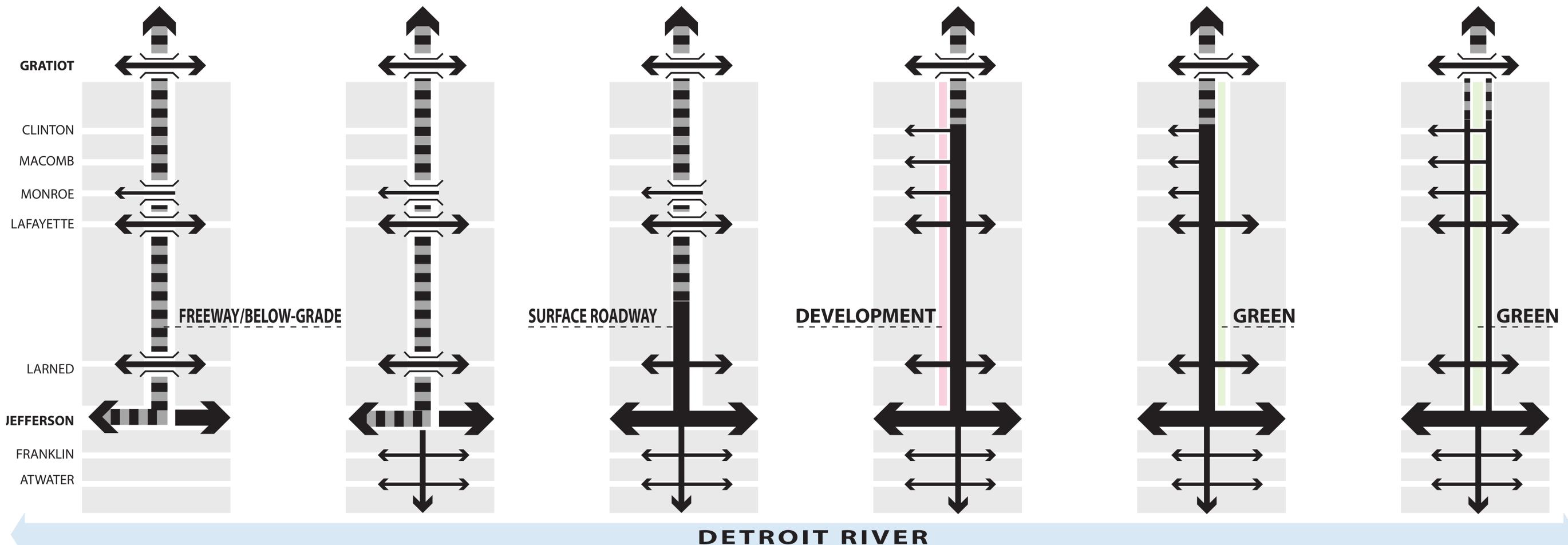


ALTERNATIVE DIAGRAMS

Diagrammatic Illustrations of Proposed Grade Changes and Connections

I-75 INTERCHANGE



ALTERNATIVE 1

- Reconstructed mainline, service drives and bridges
- Improvements to southbound ramps at Monroe/Lafayette and Larned/East Jefferson (as proposed in previous MDOT studies)

ESTIMATED TOTAL COST: \$60-70M

COMMON FEATURES

- All alternatives were developed with consideration of future peak traffic demands
- Each alternative was developed with a Complete Streets approach, balancing the needs of all transportation modes
- The new growth and development that is occurring and planned to occur was integrated into the plans
- Designed to improve public safety, minimize impacts to environmental resources and enhance the economic vitality of the corridor

ALTERNATIVE 2

- Reconstructed mainline, service drives and bridges
- Improvements to southbound ramps to Monroe/Lafayette and Larned/East Jefferson (as proposed in previous MDOT studies)
- Improvements at Gratiot /Madison/St. Antoine intersection
- A riverfront connection from East Jefferson to Atwater with bike lanes and pedestrian improvements
- Bike lanes along northbound and southbound service drives
- Landscaped freeway slopes with storm water management
- Pedestrian improvements along service drives and on reconstructed bridges
- No residual land created for potential reuse

ESTIMATED TOTAL COST: \$70-80M

ALTERNATIVE 3

- Reconstructed freeway shifted to the west (downtown side)
- New retaining wall for service drive in order to narrow freeway width
- Improvements to southbound off-ramp at Monroe/Lafayette
- Freeway transitions to surface street at Larned to eliminate the Jefferson curve and better serve the riverfront and south end of the corridor
- New riverfront connection from Jefferson to Atwater with bike lanes and shared use path.
- Northbound service drive converted to a two-way local street with bike lanes
- Shared use (bike/walk) path with storm water management between the new local street and the freeway.
- Pedestrian improvements along service drives, ramps and new at-grade streets
- Potential property for reuse along the south side of Jefferson Avenue (approximately 2 acres)

ESTIMATED TOTAL COST: \$55-65M

ALTERNATIVE 4

- Freeway transitions to surface street at Clinton; reconstructed as a surface roadway southerly; Alignment shifted to the east (neighborhood side)
- Southbound service drive eliminated; function replaced by new surface street
- Riverfront connection from Jefferson Ave. to Atwater St. with shared use path
- Pedestrian improvements along new boulevard streets
- Shared-use path along the east, neighborhood side
- Potential property for reuse along the west side of the I-375 corridor and south side of Jefferson Avenue (approximately 9.3 acres)

ESTIMATED TOTAL COST: \$40-50M

ALTERNATIVE 5

- Freeway transitions to a surface street at Clinton where it is reconstructed as a boulevard, replacing the southbound service drive; Alignment shifted to the west (downtown) side
- Northbound service drive converted to a two-way local street with bike lanes
- Riverfront connection from East Jefferson to Atwater with bike lanes
- Pedestrian improvements along new boulevard
- Potential property for reuse along east side of corridor between boulevard and local street, and along the south side of East Jefferson (approximately 8.5 acres)

ESTIMATED TOTAL COST: \$45-55M

ALTERNATIVE 6

- Freeway replaced with two one-way roadways beginning at Clinton and shifted to the service drive alignments
- Temporary or permanent conversion of below-grade space to multi-use trail
- Riverfront connection from East Jefferson to Atwater with shared use path
- Pedestrian improvements along new surface street
- Buffered bike lanes on one-way roadways
- Potential property for reuse between the northbound and southbound roadways, and on the south side of Jefferson Avenue (approximately 11.6 acres)

ESTIMATED TOTAL COST: \$40-50M

I-375 Corridor - Alternative 1

Reconstructed Freeway As Is

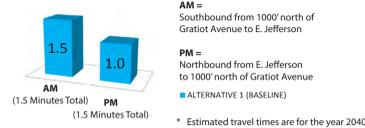


RENDERING OF PROPOSED CONDITIONS LOOKING NORTHWEST FROM DETROIT RIVER

VEHICULAR TRAFFIC OPERATIONS, SAFETY AND CONNECTIVITY

- Improvements to southbound off-ramp operations and safety
- Minimal changes to traffic operations or travel time
- No changes in connectivity
- No additional safety improvements to identified issues within the study area

ESTIMATED VEHICULAR TRAVEL TIMES



COST AND ECONOMIC IMPACT

- Minimal positive impact due to replacement infrastructure and modest improvements in traffic flow at ramps
- High long-term operations and maintenance costs due to continued presence of bridges (over 60,000 square feet of bridge area), pump station and related infrastructure

ESTIMATED TOTAL COST

\$60-70M

ECONOMIC IMPACT POTENTIAL



NON-MOTORIZED TRANSPORTATION AND TRANSIT

- No changes to non-motorized travel
- No changes to transit accessibility

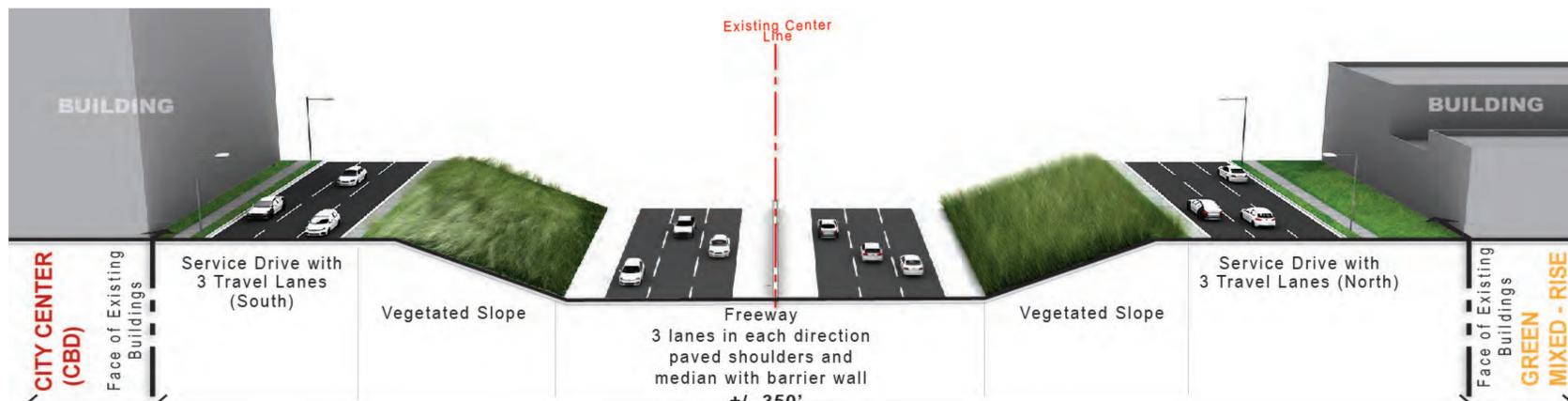
NON-MOTORIZED (SHARED USE PATHS/BIKE LANES)



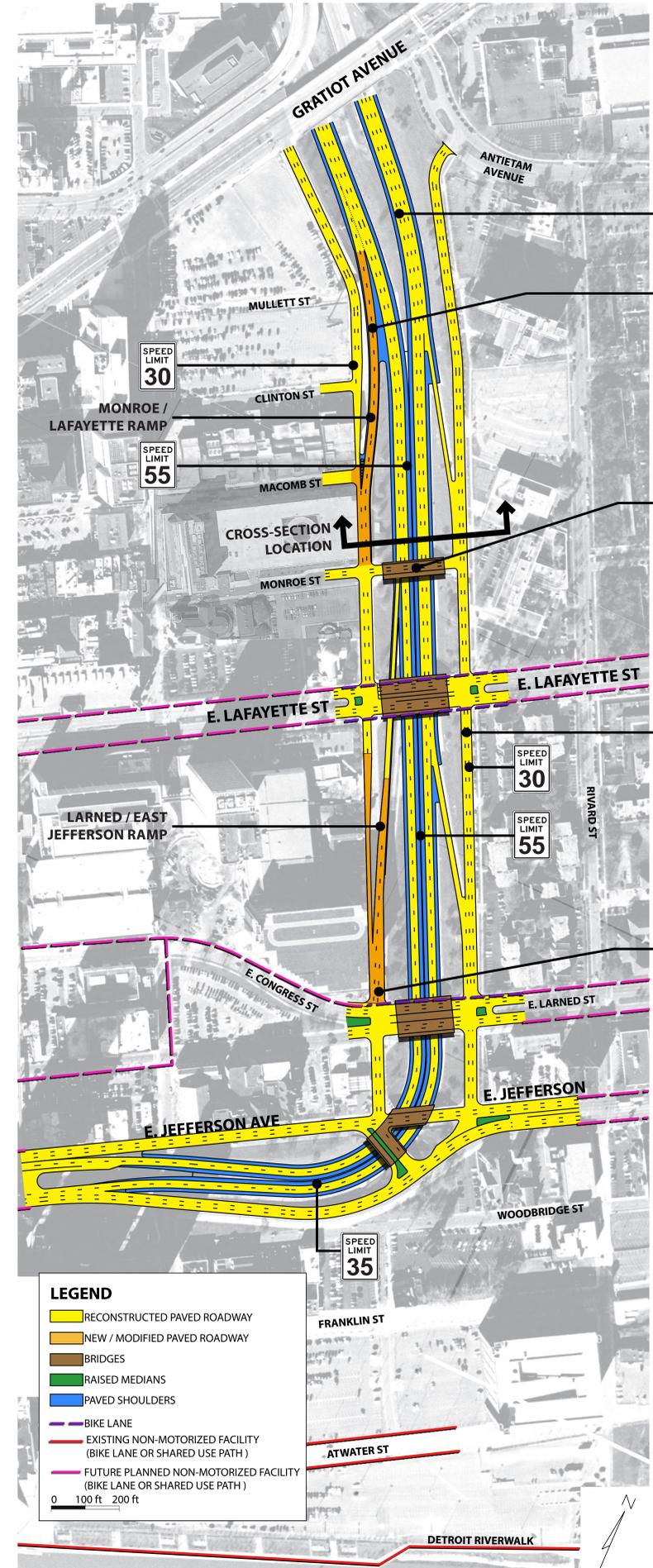
QUALITY OF LIFE AND ENVIRONMENTAL RESOURCES

- No changes to quality of life in adjacent districts
- No changes to water quality
- No changes to the non-motorized experience and the character of adjacent districts
- No anticipated changes in air quality or noise impacts

PEDESTRIAN SIDEWALKS



CROSS-SECTION LOOKING NORTH SHOWING PROPOSED CONDITIONS



LEGEND

- RECONSTRUCTED PAVED ROADWAY
- NEW / MODIFIED PAVED ROADWAY
- BRIDGES
- RAISED MEDIANS
- PAVED SHOULDERS
- BIKE LANE
- EXISTING NON-MOTORIZED FACILITY (BIKE LANE OR SHARED USE PATH)
- FUTURE PLANNED NON-MOTORIZED FACILITY (BIKE LANE OR SHARED USE PATH)

PLAN VIEW SHOWING PROPOSED IMPROVEMENTS TO PRIMARY STUDY AREA

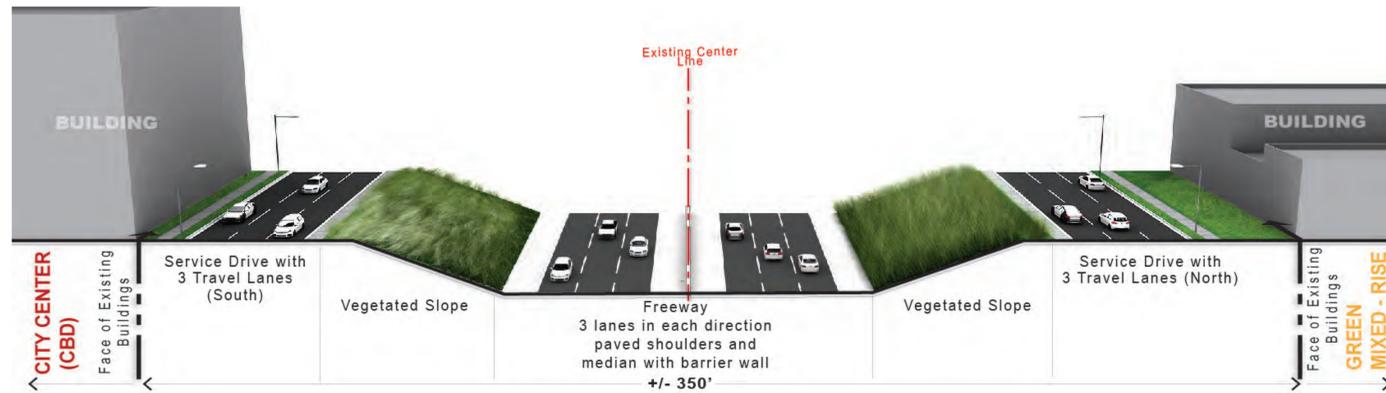
KEY FEATURES

- Reconstructed mainline pavement
- Widen off-ramp and modify Service Drive access to reduce queuing onto southbound I-375.
- Reconstruct bridge with typical design features.
- Reconstruct Service Drive pavement.
- Widen off-ramp and realign lanes to better serve right turn to Congress Street.

ALTERNATIVE 1

FUTURE I-375 ALTERNATIVES STUDY

ALTERNATIVE 1 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 someone at the station know and they will be happy to assist you.

ALTERNATIVE 1

FUTURE 375
I-375 ALTERNATIVES STUDY

ALTERNATIVE FEATURES	NEGATIVE	NEUTRAL	POSITIVE
Maintaining I-375 as a subsurface freeway to allow high-speed access to downtown			
Modifying two southbound ramps to improve operations and increase storage (i.e. queuing) capacity			
Large, landscaped embankments along the freeway			
West Jefferson curve remains as existing			
Overall			

I-375 Corridor - Alternative 2

Reconstructed Freeway with Riverfront Connection

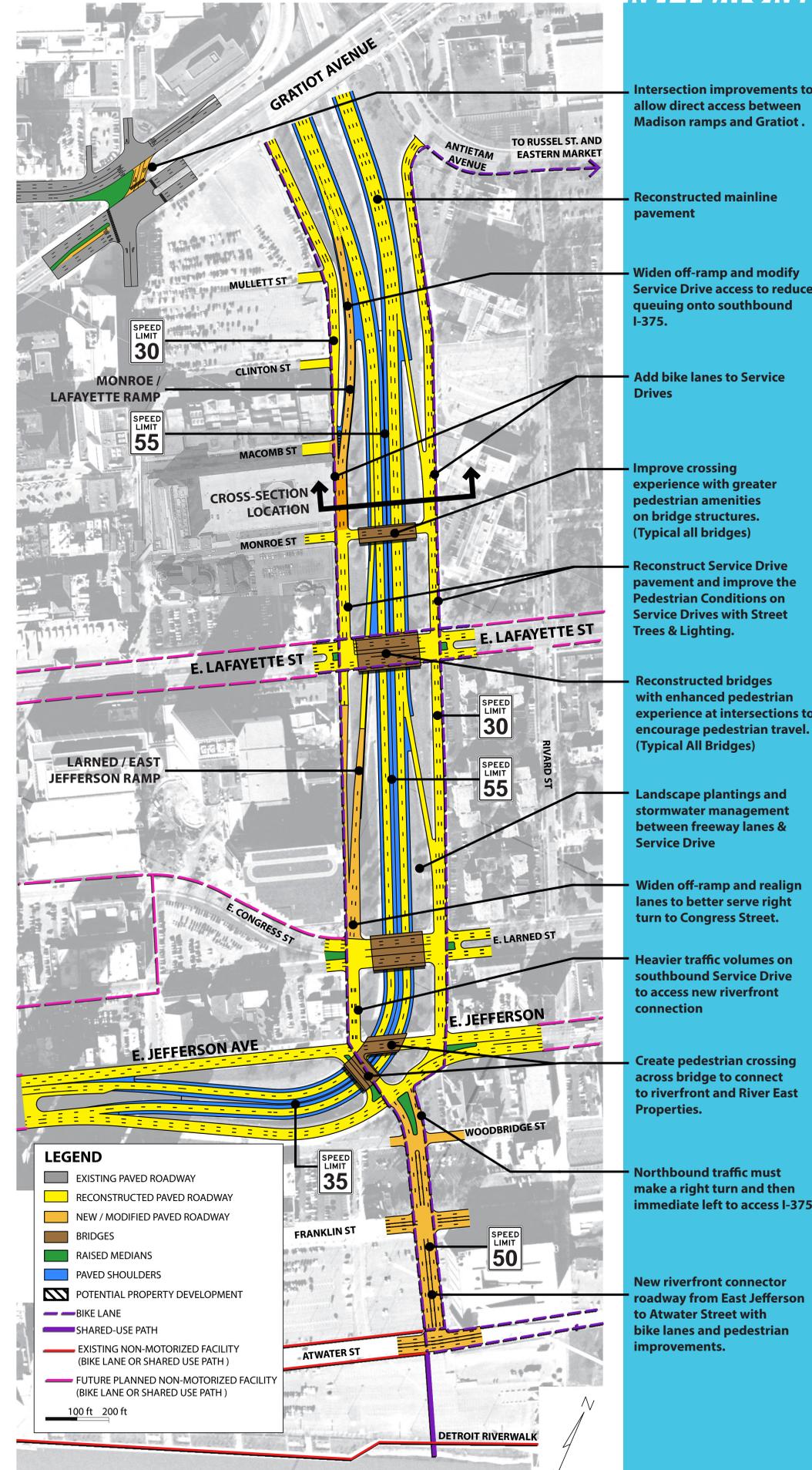
KEY FEATURES

ALTERNATIVE 2

FUTURE I-375 ALTERNATIVES STUDY



RENDERING OF PROPOSED CONDITIONS LOOKING NORTHWEST FROM DETROIT RIVER

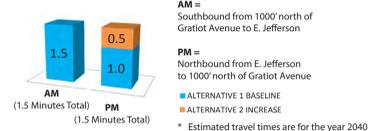


- Intersection improvements to allow direct access between Madison ramps and Gratiot.
- Reconstructed mainline pavement
- Widen off-ramp and modify Service Drive access to reduce queuing onto southbound I-375.
- Add bike lanes to Service Drives
- Improve crossing experience with greater pedestrian amenities on bridge structures. (Typical all bridges)
- Reconstruct Service Drive pavement and improve the Pedestrian Conditions on Service Drives with Street Trees & Lighting.
- Reconstructed bridges with enhanced pedestrian experience at intersections to encourage pedestrian travel. (Typical All Bridges)
- Landscape plantings and stormwater management between freeway lanes & Service Drive
- Widen off-ramp and realign lanes to better serve right turn to Congress Street.
- Heavier traffic volumes on southbound Service Drive to access new riverfront connection
- Create pedestrian crossing across bridge to connect to riverfront and River East Properties.
- Northbound traffic must make a right turn and then immediate left to access I-375
- New riverfront connector roadway from East Jefferson to Atwater Street with bike lanes and pedestrian improvements.

VEHICULAR TRAFFIC OPERATIONS, SAFETY AND CONNECTIVITY

- Improvements to southbound off-ramp operations and safety
- Improved connectivity to riverfront via new roadway from East Jefferson
- Greater traffic volumes on East Jefferson/I-375 service drive intersections to serve new riverfront connection
- Greater connectivity between I-75 and Gratiot via Madison ramps
- No changes to east/west connectivity
- No additional safety improvements to issues identified within the study area
- No changes to complicated geometry at I-375 southbound service drive/East Jefferson signalized intersections

ESTIMATED VEHICULAR TRAVEL TIMES



COST AND ECONOMIC IMPACT

- Improved access to RiverEast development areas
- Minimal positive economic impact within or adjacent to the corridor due to limited infrastructure changes and no creation of residual land
- High long-term operations and maintenance costs due to continued presence of bridges (over 60,000 square feet of bridge area), pump station, and additional streetscape elements.

ESTIMATED TOTAL COST

\$70-80M

ECONOMIC IMPACT POTENTIAL



NON-MOTORIZED TRANSPORTATION AND TRANSIT

- Pedestrian environment along service drives enhanced through bike lanes and streetscape
- New East Jefferson Ave. pedestrian crossing at the I-375 corridor would be challenged by high traffic volumes, turning movements and long crossing distances
- Improved north/south bike connections between the riverfront and Eastern Market
- Improved access to existing transit routes (Gratiot, Lafayette and East Jefferson) with defined bike route
- Non-motorized experience would continue to be impacted by high vehicle speeds within the corridor

NON-MOTORIZED (SHARED USE PATHS/BIKE LANES)

- On-Street Bike Lanes
- Shared-Use Paths
- Adjacent to Low Speed Roadways
- Adjacent to Low Volume Roadways
- New Connections/Access

QUALITY OF LIFE AND ENVIRONMENTAL RESOURCES

- Minimal change to quality of life in adjacent districts
- Storm water management protects Detroit River asset
- Displacement of some private properties (surface parking facilities and a billboard) due to the riverfront connection
- No expected changes in air quality or noise impacts, but further investigation might be needed due to additional exiting traffic for new riverfront connection

PEDESTRIAN SIDEWALKS

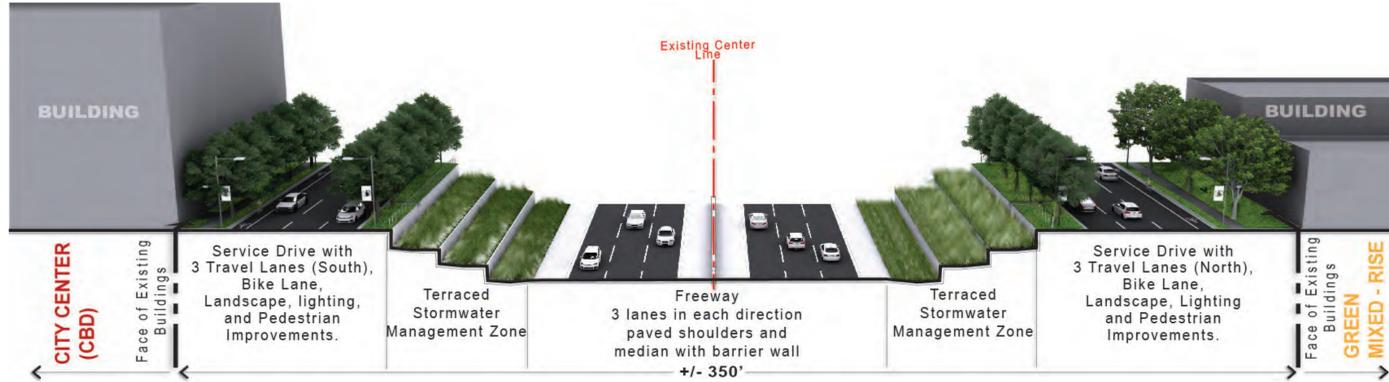
- Adjacent to Existing/Potential Mixed Land Use
- Adjacent to At-grade, Low Speed Roadways
- Adjacent to Low Volume Roadways
- Short Intersection / Road Crossing Lengths
- Landscape Buffers / Physical Separation from Roadway



CROSS-SECTION LOOKING NORTH SHOWING PROPOSED CONDITIONS

PLAN VIEW SHOWING PROPOSED IMPROVEMENTS TO PRIMARY STUDY AREA

ALTERNATIVE 2 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 someone at the station know and they will be happy to assist you.

ALTERNATIVE FEATURES	NEGATIVE	NEUTRAL	POSITIVE
Maintaining I-375 as a subsurface freeway to allow high-speed access to downtown			
Modifying southbound ramps to improve operations and increase storage capacity			
Creating new riverfront connection from East Jefferson (secondary movement, requires exiting freeway)			
Addition of bike lanes along Service Drives			
Overall			

I-375 Corridor - Alternative 3

Freeway Transitions to Surface Street at Larned

KEY FEATURES

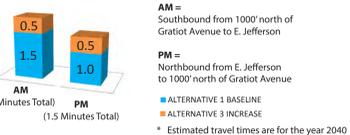


RENDERING OF PROPOSED CONDITIONS LOOKING NORTHWEST FROM DETROIT RIVER

VEHICULAR TRAFFIC OPERATIONS, SAFETY AND CONNECTIVITY

- Improved southbound off-ramp operations and safety at Monroe/Lafayette
- Improved, direct connectivity to riverfront and East Jefferson corridor
- Replaces sharp curve at Jefferson with at-grade signalized intersection, with indirect left turns ("Michigan left") for southbound and westbound left turns
- Improves existing issues with southbound right-turn to Congress
- No southbound left-turn allowed onto eastbound Larned; movement can be made at Lafayette and East Jefferson
- Greater connectivity between I-75 and Gratiot via Madison ramps

ESTIMATED VEHICULAR TRAVEL TIMES



COST AND ECONOMIC IMPACT

- Improved access to RiverEast development areas, served as a primary movement (without requiring freeway exit)
- Potential positive impact on adjacent property values along the east edge of the corridor due to conversion of northbound service drive to local roadway, addition of a greenway and shared use path
- Some residual land for potential redevelopment along East Jefferson
- Moderate operations and maintenance costs due to continued presence of bridges (approximately 17,000 square feet of bridge area), new retaining walls, pump station, and new greenway space.



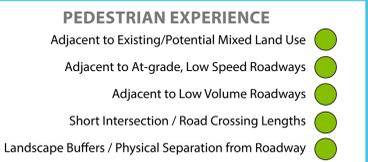
NON-MOTORIZED TRANSPORTATION AND TRANSIT

- Moderate enhancement to pedestrian environment with more at-grade streets, landscape improvements and shorter street crossing distances
- Fewer barriers to crossing East Jefferson between Beaubien and Rivard
- Vehicle-oriented southbound service drive and existing adjacent land use impedes the development of an active pedestrian friendly street edge
- Strong north/south bikeway connection via shared use path and bike lanes.
- Improved access to existing transit routes (Gratiot, Lafayette and Jefferson) with defined bike route

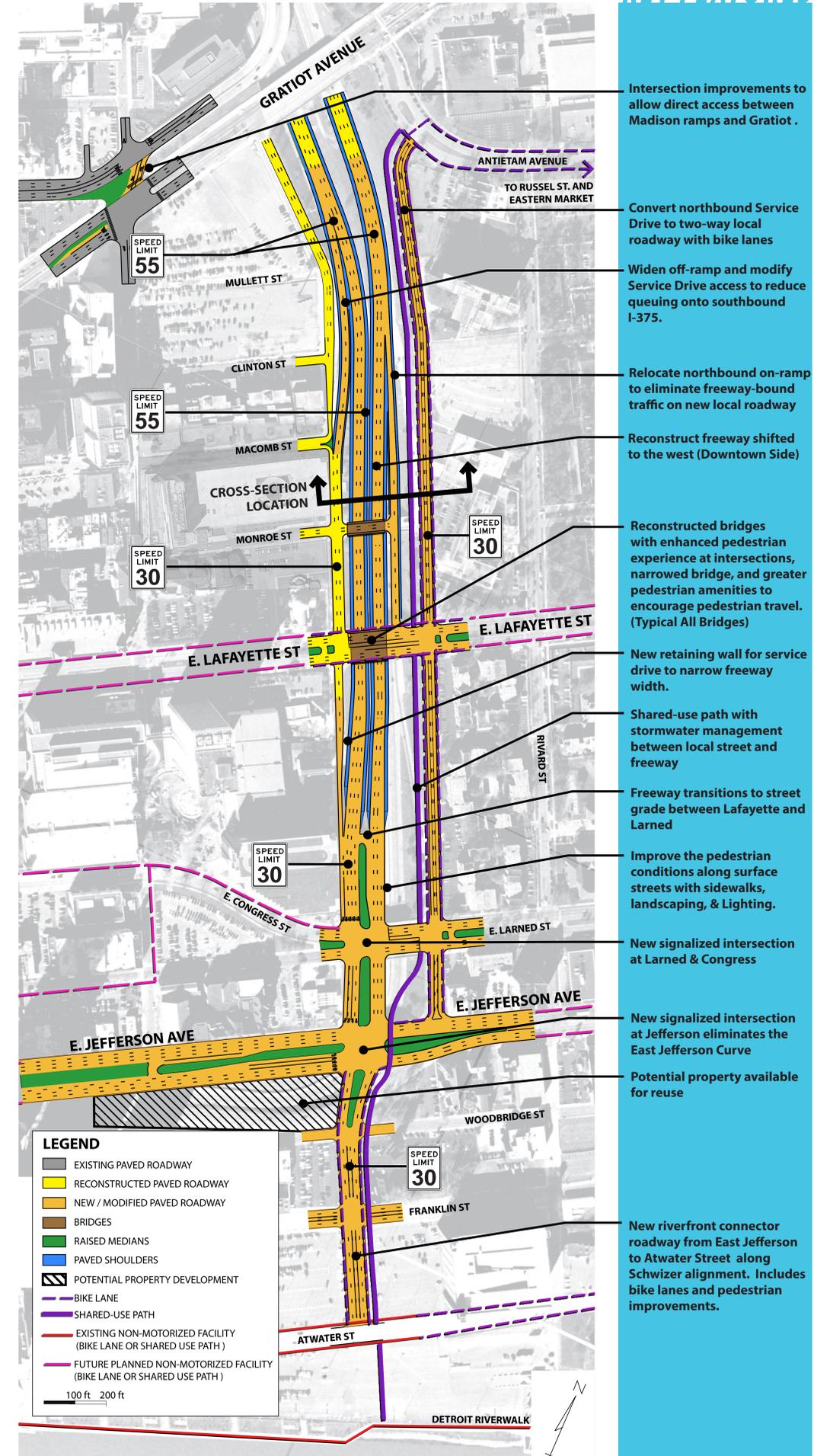


QUALITY OF LIFE AND ENVIRONMENTAL RESOURCES

- New non-motorized facilities and greenway allow buffer from freeway and more balanced multi-modal use of corridor along east edge
- Minimal change to quality of life along west edge
- Storm water management protects Detroit River asset
- Reduced vehicle design speeds improve non-motorized experience and adjacent districts character
- Displacement of some private properties (surface parking facilities) due to riverfront connection
- No expected changes in air quality or noise impacts, but further investigation might be needed due to transition to surface street at Larned



CROSS-SECTION LOOKING NORTH SHOWING PROPOSED CONDITIONS



PLAN VIEW SHOWING PROPOSED IMPROVEMENTS TO PRIMARY STUDY AREA

- Intersection improvements to allow direct access between Madison ramps and Gratiot.
- Convert northbound Service Drive to two-way local roadway with bike lanes
- Widen off-ramp and modify Service Drive access to reduce queuing onto southbound I-375.
- Relocate northbound on-ramp to eliminate freeway-bound traffic on new local roadway
- Reconstruct freeway shifted to the west (Downtown Side)
- Reconstructed bridges with enhanced pedestrian experience at intersections, narrowed bridge, and greater pedestrian amenities to encourage pedestrian travel. (Typical All Bridges)
- New retaining wall for service drive to narrow freeway width.
- Shared-use path with stormwater management between local street and freeway
- Freeway transitions to street grade between Lafayette and Larned
- Improve the pedestrian conditions along surface streets with sidewalks, landscaping, & Lighting.
- New signalized intersection at Larned & Congress
- New signalized intersection at Jefferson eliminates the East Jefferson Curve
- Potential property available for reuse
- New riverfront connector roadway from East Jefferson to Atwater Street along Schwizer alignment. Includes bike lanes and pedestrian improvements.

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 someone at the station know and they will be happy to assist 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			
Overall			

I-375 Corridor - Alternative 4

East Edge Boulevard

KEY FEATURES



- Intersection improvements to allow direct access between Madison ramps and Gratiot.
- One way at street at grade. (southbound)
- Freeway transition to street grade at Clinton.
- New direct access to Macomb Street.
- Construct surface boulevard shifted to the east. (neighborhood side)
- Southbound Service Drive eliminated.
- New signalized intersection at Lafayette
- Property access to be maintained with new access drives.
- Improve pedestrian conditions along at-grade streets with walks, landscape, and lighting.
- Shared use path with landscape buffer. (east neighborhood side)
- Potential property available for reuse
- New signalized intersection at E. Larned St. / E. Congress St.
- New signalized intersection at E. Jefferson Avenue eliminating the Jefferson curve.
- New riverfront connector roadway from East Jefferson to Atwater Street with bike lanes and pedestrian improvements.

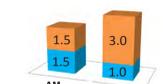
ALTERNATIVE 4

FUTURE I-375 ALTERNATIVES STUDY

VEHICULAR TRAFFIC OPERATIONS, SAFETY AND CONNECTIVITY

- Significantly improves street connectivity into the northeast corner of downtown with new access created to Clinton and Macomb
- Improved, direct connectivity to riverfront and East Jefferson
- Replaces sharp curve at Jefferson with at-grade signalized intersection, with indirect left-turns ("Michigan left") for southbound and eastbound left turns
- Improves existing issues with southbound right-turn to Congress
- No southbound left-turn allowed onto eastbound Larned; movement can be made at Lafayette and East Jefferson
- Requires driveway extensions for property access on west edge of boulevard for properties only accessible from service drive today
- Greater connectivity between I-75 and Gratiot via Madison ramps

ESTIMATED VEHICULAR TRAVEL TIMES IN MINUTES



AM = Southbound from 1000' north of Gratiot Avenue to E. Jefferson
PM = Northbound from E. Jefferson to 1000' north of Gratiot Avenue
 ■ ALTERNATIVE 1 BASELINE
 ■ ALTERNATIVE 4 INCREASE
 * Estimated travel times are for the year 2040

COST AND ECONOMIC IMPACT

- Improved access to RiverEast development areas, served as a primary movement (without requiring freeway exit)
- Development of potential residual land may only be feasible if pursued by adjacent existing land owners. Otherwise, development potential may be limited due to parcel size, orientation and multiple required driveway connections
- Lower overall long-term operations and maintenance costs due to narrowing of roadway footprint and elimination of bridges, although some additional costs related to green space and streetscape
- Cost and complexity of relocation of utilities currently under the southbound service drive

ESTIMATED TOTAL COST: **\$40-50M**

ECONOMIC IMPACT POTENTIAL:
 \$ \$ \$
 LOW MED HIGH

NON-MOTORIZED TRANSPORTATION AND TRANSIT

- Moderate enhancement to pedestrian environment with more surface streets, landscape improvements and shorter street crossing distances
- Fewer crossing barriers at Jefferson
- Pedestrian crossings of new boulevard may require intermediate stop at refuge islands due to roadway width
- Strong north/south bikeway connection via shared use path
- Improved access to transit (along Gratiot, Lafayette and East Jefferson) with defined bikeway route

NON-MOTORIZED (SHARED USE PATHS/BIKE LANES)

- On-Street Bike Lanes
- Shared-Use Paths
- Adjacent to Low Speed Roadways
- Adjacent to Low Volume Roadways
- New Connections/Access

QUALITY OF LIFE AND ENVIRONMENTAL RESOURCES

- More balanced multi-modal use of corridor and improved aesthetics along residential east edge
- Moves major thoroughfare closer to residential neighborhood with limited physical buffer
- Potential for active pedestrian-oriented street edge along new development on west edge should front-facing development towards the I-375 corridor occur
- Limited opportunity for storm water management
- Reduced vehicle design speeds improve non-motorized experience and adjacent districts character
- Displacement of some private properties (surface parking facilities and a billboard) due to riverfront connection
- Further investigation of air and noise impacts may be needed due to the new roadway alignment and new intersections, but slower speeds are expected to decrease the noise levels.

PEDESTRIAN SIDEWALKS

- Adjacent to Existing/Potential Mixed Land Use
- Adjacent to At-grade, Low Speed Roadways
- Adjacent to Low Volume Roadways
- Short Intersection / Road Crossing Lengths
- Landscape Buffers / Physical Separation from Roadway



CROSS-SECTION LOOKING NORTH SHOWING PROPOSED CONDITIONS

PLAN VIEW SHOWING PROPOSED IMPROVEMENTS TO PRIMARY STUDY AREA

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

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

I-375 Corridor - Alternative 5

West Edge Boulevard

KEY FEATURES



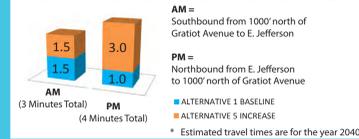
PEDESTRIAN SIDEWALKS
ON-STREET BIKE LANES

RENDERING OF PROPOSED CONDITIONS LOOKING NORTHWEST FROM DETROIT RIVER

VEHICULAR TRAFFIC OPERATIONS, SAFETY AND CONNECTIVITY

- Improves street connectivity into downtown with new access created to Clinton and Macomb
- Improved, direct connectivity to riverfront and East Jefferson
- Replaces sharp curve at Jefferson with at-grade signalized intersection, with indirect left-turns ("Michigan left") for southbound and eastbound left turns
- No southbound left-turn allowed onto eastbound Larned; movement can be made at Lafayette and East Jefferson
- Greater connectivity between I-75 and Gratiot via Madison ramps

ESTIMATED VEHICULAR TRAVEL TIMES



COST AND ECONOMIC IMPACT

- Improved access to RiverEast development areas, served as a primary movement (without requiring freeway exit)
- Reuse of potential residual land for public space may have a positive economic impact on adjacent properties
- Long-term land use and redevelopment opportunities are strongest on east side of the corridor, making potential residual land a strategic asset
- Some residual land for potential redevelopment along East Jefferson
- Lower overall long-term operations and maintenance costs due to narrowing of roadway footprint and elimination of bridges, although some additional costs related to green space and streetscape

ESTIMATED TOTAL COST:

\$45-55M

ECONOMIC IMPACT POTENTIAL:



NON-MOTORIZED TRANSPORTATION AND TRANSIT

- Moderate enhancement to pedestrian environment with more surface streets, lower vehicle speeds, landscape improvements and shorter street crossing distances
- Fewer crossing barriers at East Jefferson between Beaubien and Rivard
- Strong north/south bikeway connection via two-way local street
- Improved access to transit (along Gratiot, Lafayette and East Jefferson) with defined bikeway route.

NON-MOTORIZED (SHARED USE PATHS/BIKE LANES)

- On-Street Bike Lanes* (Buffered)
- Shared-Use Paths
- Adjacent to Low Speed Roadways
- Adjacent to Low Volume Roadways
- Adjacent to Low Volume Roadways
- New Connections/Access

QUALITY OF LIFE AND ENVIRONMENTAL RESOURCES

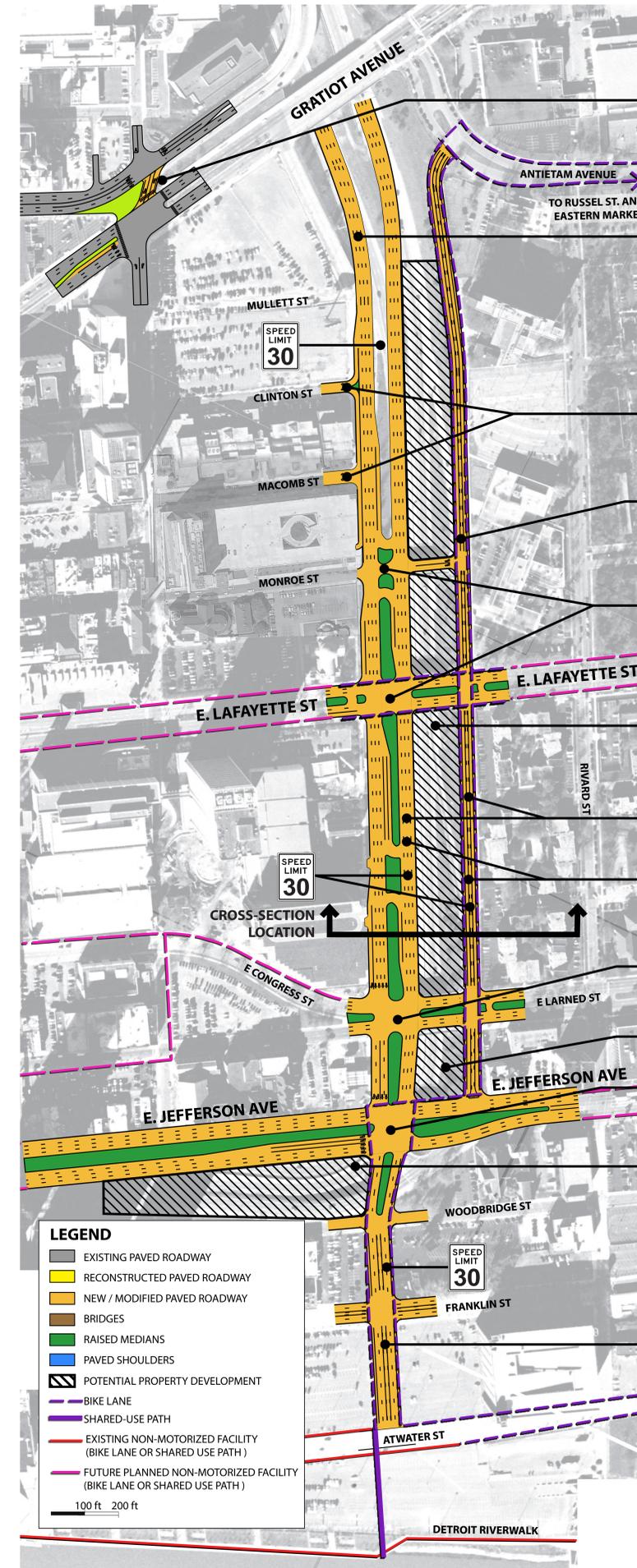
- More balanced multi-modal use of corridor along east edge more consistent with residential area, with improved aesthetics
- Minimal change to quality of life along west edge
- Significant opportunity for public space asset and/or long-term street activating development
- Reduced vehicle speeds improve adjacent districts character
- Shifts major traffic flows away from east side residential neighborhood, providing a buffer
- Displacement of some private properties (surface parking facilities) due to riverfront connection
- Further investigation of air and noise impacts may be needed due to the new roadway alignment and new intersections, but slower speeds are expected to decrease the noise levels.

PEDESTRIAN SIDEWALKS

- Adjacent to Existing/Potential Mixed Land Use
- Adjacent to At-grade, Low Speed Roadways
- Adjacent to Low Volume Roadways
- Short Intersection / Road Crossing Lengths
- Landscape Buffers / Physical Separation from Roadway



CROSS-SECTION LOOKING NORTH SHOWING PROPOSED CONDITIONS



LEGEND

- EXISTING PAVED ROADWAY
- RECONSTRUCTED PAVED ROADWAY
- NEW / MODIFIED PAVED ROADWAY
- BRIDGES
- RAISED MEDIANS
- PAVED SHOULDERS
- POTENTIAL PROPERTY DEVELOPMENT
- BIKE LANE
- SHARED-USE PATH
- EXISTING NON-MOTORIZED FACILITY (BIKE LANE OR SHARED USE PATH)
- FUTURE PLANNED NON-MOTORIZED FACILITY (BIKE LANE OR SHARED USE PATH)

- Intersection improvements to allow direct access between Madison ramps and Gratiot.
- Freeway transition to street grade between Gratiot Avenue and Clinton Street.
- New direct access to Clinton Street and Macomb Street.
- Convert northbound service drive to two way local road with bike lanes.
- New signalized intersections at Monroe Street and Lafayette Street.
- Potential property available for reuse
- Construct surface boulevard shifted to the west. (downtown side)
- Improve pedestrian conditions along at-grade streets with walks, landscape, and lighting.
- New signalized intersection at E. Larned Street / E. Congress Street
- Potential Downtown gateway opportunity site
- New signalized intersection at E. Jefferson eliminates Jefferson Curve.
- Potential property available for reuse.
- New riverfront connector roadway from East Jefferson to Atwater Street with bike lanes and pedestrian improvements.

PLAN VIEW SHOWING PROPOSED IMPROVEMENTS TO PRIMARY STUDY AREA

ALTERNATIVE 5

FUTURE I-375 ALTERNATIVES STUDY

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.

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

ALTERNATIVE FEATURES

NEGATIVE

NEUTRAL

POSITIVE

Replacing I-375 as a surface boulevard to create new access, reduce speeds, reduce pedestrian crossing distances, eliminate Jefferson curve			
Creating new riverfront connection directly from principal roadway			
Conversion of northbound service drive to two-way local street with bike lanes			
Creation of potential greenway space along east side of corridor between principal roadway and local roadway, with long-term redevelopment potential			
Overall			

I-375 Corridor - Alternative 6

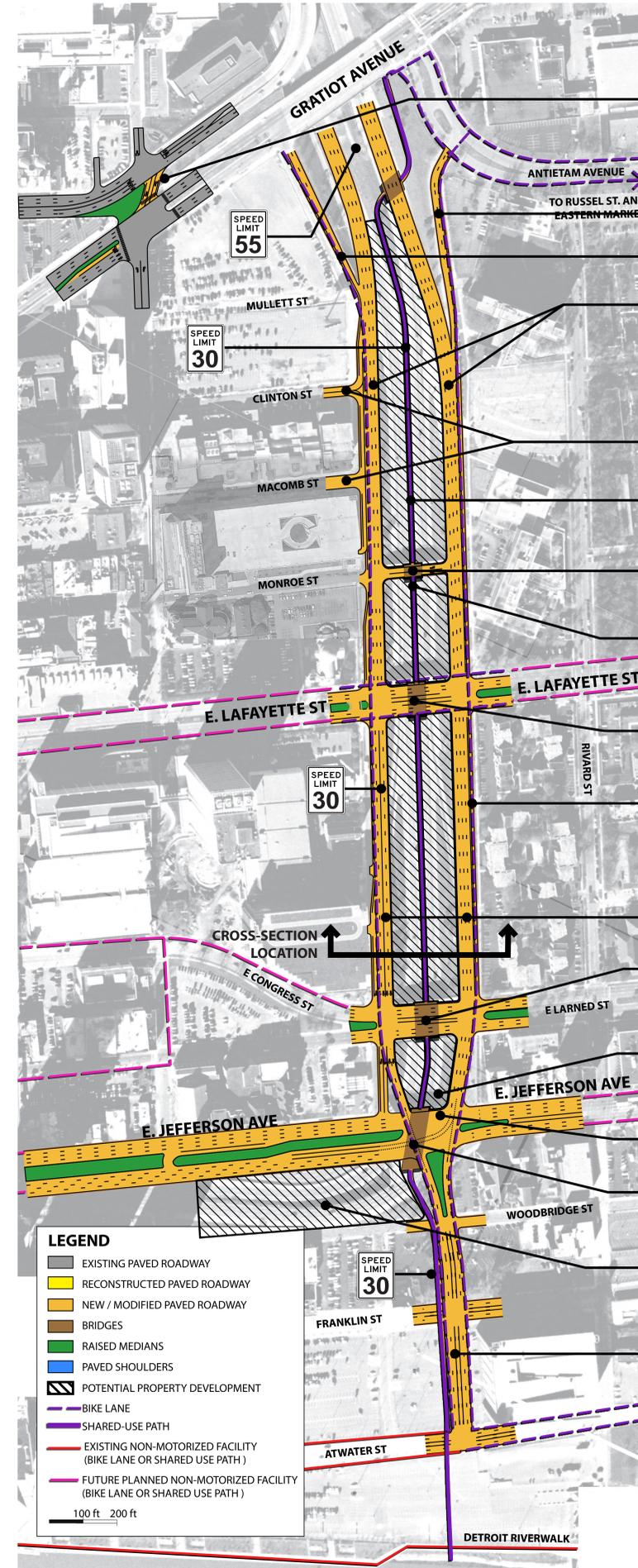
One-Way Pair of Surface Streets and Below-Grade Greenway

KEY FEATURES



- PEDESTRIAN SIDEWALKS
- ON-STREET BIKE LANES
- SHARED-USE PATH

RENDERING OF PROPOSED CONDITIONS LOOKING NORTHWEST FROM DETROIT RIVER



- Intersection improvements to allow direct access between Madison ramps and Gratiot.
- One way surface street. (northbound)
- One way at surface street. (southbound)
- Freeway replaced with two one way roads at Clinton Street and shifted to service drive alignments, each four lanes in width.
- New direct access to Clinton Street and Macomb Street.
- Potential property available for reuse.
- Two (north and south) new signalized intersections at Monroe Street.
- Shared use path. Below grade street crossings. (typical)
- Two (north and south) new signalized intersections at E. Lafayette Street.
- Improve pedestrian conditions along at grade streets with walks, landscape, and lighting.
- Buffered bike lanes on one way streets.
- Two (north and south) new signalized intersections at E. Larned Street/ E. Congress Street
- Potential Downtown gateway opportunity site
- New signalized intersection eliminates Jefferson curve.
- Shared use path below grade crossing at E. Jefferson Avenue.
- Potential property available for reuse.
- New riverfront connector roadway from East Jefferson to Atwater Street with bike lanes and pedestrian improvements.

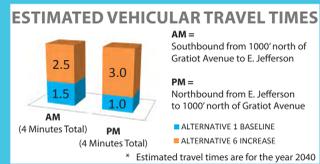
LEGEND

- EXISTING PAVED ROADWAY
- RECONSTRUCTED PAVED ROADWAY
- NEW / MODIFIED PAVED ROADWAY
- BRIDGES
- RAISED MEDIANS
- PAVED SHOULDERS
- POTENTIAL PROPERTY DEVELOPMENT
- BIKE LANE
- SHARED-USE PATH
- EXISTING NON-MOTORIZED FACILITY (BIKE LANE OR SHARED USE PATH)
- FUTURE PLANNED NON-MOTORIZED FACILITY (BIKE LANE OR SHARED USE PATH)

100 ft 200 ft

VEHICULAR TRAFFIC OPERATIONS, SAFETY AND CONNECTIVITY

- Improves street connectivity into the northeast corner of downtown with new access created to Clinton and Macomb
- Improved, direct connectivity to riverfront and East Jefferson
- Replaces sharp curve at Jefferson with at-grade signalized intersection, with indirect left-turns ("Michigan left") for southbound and eastbound left turns
- Accommodates all existing turn maneuvers
- Greater connectivity between I-75 and Gratiot via Madison ramps



COST AND ECONOMIC IMPACT

- Improved access to RiverEast development areas, served as a primary movement (without requiring freeway exit)
- Reuse of residual land between roadways for public space asset may have a positive economic impact on adjacent properties
- Greater long-term flexibility to potentially develop residual land between one-way roadways due to larger parcel
- Moderate overall operations and maintenance costs due to narrowing of roadway footprint and much smaller bridge/culvert structures
- Some additional operations and maintenance costs related to below-grade space, including trail, landscape, lighting and security



NON-MOTORIZED TRANSPORTATION AND TRANSIT

- Moderate enhancement to pedestrian environment with more surface streets, lower vehicle speeds, landscape improvements and shorter street crossing distances.
- Fewer crossing barriers at East Jefferson between Beaubien and Rivard
- Off-street shared use path provides grade separated north/south connection that promotes trail system and bike safety
- Improved access to transit (along Gratiot, Lafayette and East Jefferson) with defined bikeway route

NON-MOTORIZED (SHARED USE PATHS/BIKE LANES)

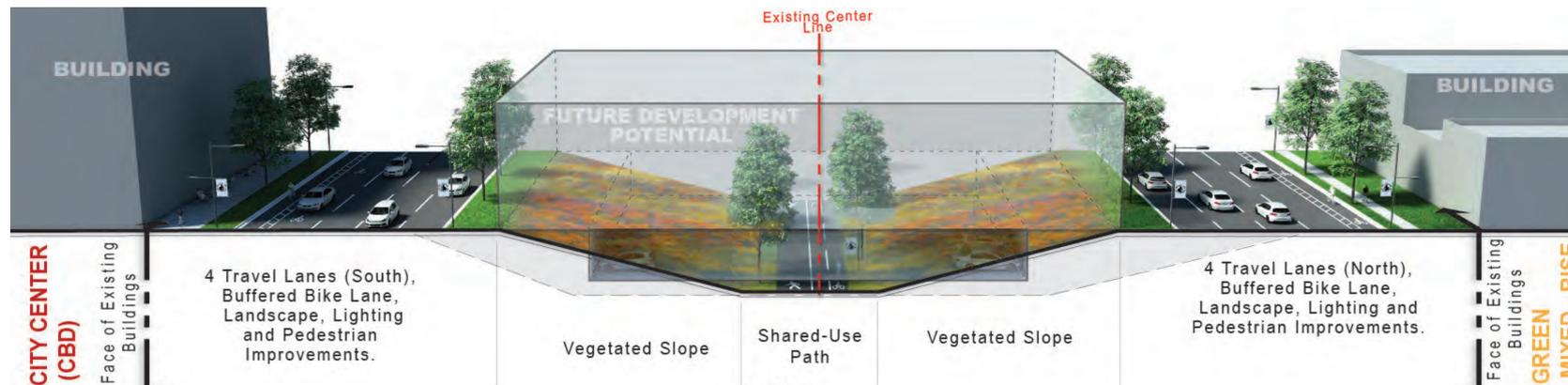
- On-Street Bike Lanes: *Buffered
- Shared-Use Paths
- Adjacent to Low Speed Roadways
- Adjacent to Low Volume Roadways
- New Connections/Access

QUALITY OF LIFE AND ENVIRONMENTAL RESOURCES

- Moves a portion of the major thoroughfare closer to residential neighborhood with limited physical buffer
- Minimal improvement to quality of life along west edge
- Potential to add a significant recreational resource and open space asset (similar to the Dequindre Cut) to Detroit's emerging open space network
- Reduced vehicle design speeds improve non-motorized experience and adjacent districts character
- Displacement of some private properties (surface parking facilities and a billboard) due to riverfront connection
- Further investigation of air and noise impacts may be needed due to the new roadway alignment and new intersections, but slower speeds are expected to decrease the noise levels.

PEDESTRIAN SIDEWALKS

- Adjacent to Existing/Potential Mixed Land Use
- Adjacent to At-grade, Low Speed Roadways
- Adjacent to Low Volume Roadways
- Short Intersection / Road Crossing Lengths
- Landscape Buffers / Physical Separation from Roadway



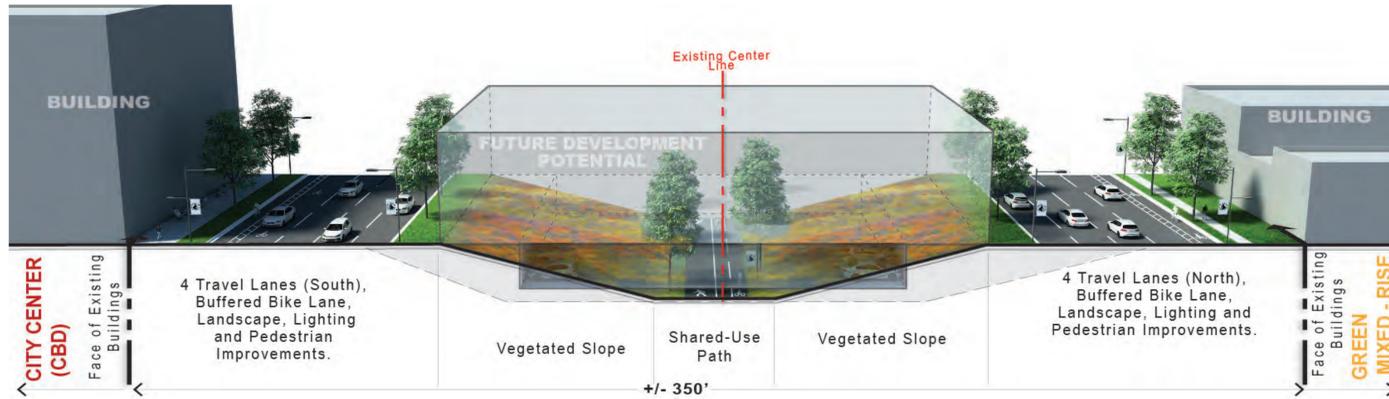
CROSS-SECTION LOOKING NORTH SHOWING PROPOSED CONDITIONS

PLAN VIEW SHOWING PROPOSED IMPROVEMENTS TO PRIMARY STUDY AREA

ALTERNATIVE 6

FUTURE I-375 ALTERNATIVES STUDY

ALTERNATIVE 6 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 someone at the station know and they will be happy to assist you.

ALTERNATIVE FEATURES	NEGATIVE	NEUTRAL	POSITIVE
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			
Creating new riverfront connection directly from principal roadway			
Reuse of below-grade space for multi-use trail (similar to the Dequindre Cut)			
Addition of on-street bike lanes along parallel principal roadways			
Overall			