

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.

...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

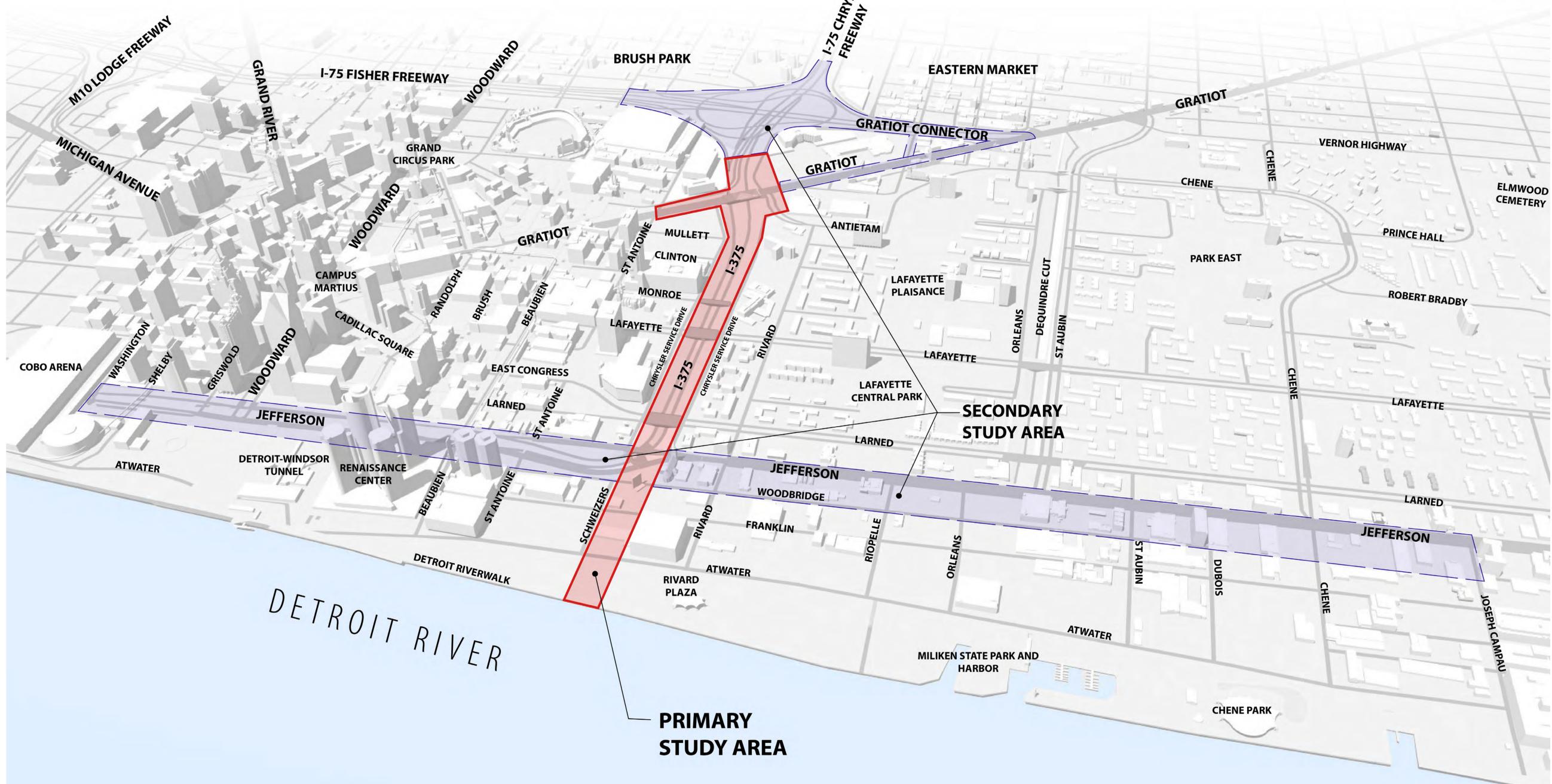
This study is intended to yield a single **Preferred Alternative** to advance for subsequent environmental study and clearance.

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



PRIMARY STUDY AREA

SECONDARY STUDY AREA

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 the goals of the project and the purpose and need for improvements
 - » See what issues were identified through the initial stakeholder process
- **Learn about and share your thoughts on the alternatives.**
 - » Review the alternatives developed to address project area needs and concerns of project stakeholders
 - » Share your opinions on alternative features
- **Give us your ideas.**
 - » Share your thoughts on how to improve the alternatives at the idea station
 - » Complete a comment card to provide more information to the project team

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	AUGUST	SEPTEMBER
ALTERNATIVES STUDY	ALTERNATIVES STUDY								
STAKEHOLDER OUTREACH	STAKEHOLDER OUTREACH ★								
ALTERNATIVES DEVELOPMENT				ALTERNATIVES DEVELOPMENT					
TECHNICAL ANALYSIS				TECHNICAL ANALYSIS					
RECOMMENDATIONS (GO/NO-GO)							RECOMMENDATIONS (GO/NO-GO)		

★ PUBLIC MEETINGS

PHASES OCCURRING AFTER THE ALTERNATIVES STUDY:

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

INTRODUCTION // PURPOSE + NEED

WE HEARD YOU!

Over 150 people attended our first public meeting, providing dozens of survey responses and comments. This valuable input regarding issues and needs in the corridor, along with technical analysis, was used to develop the following statement of purpose and need for the project.

A feasibility study has been initiated by the City of Detroit Downtown Development Authority (DDA), with the Michigan Department of Transportation (MDOT) and the Detroit RiverFront Conservancy (DRFC). The purpose and need will be used to develop and screen alternatives which address the issues within this corridor. This effort will use the

Federal Highway Administration’s Planning and Environmental Linkages (PEL) process to review alternatives and identify a preferred alternative. This recommendation will proceed to environmental clearance, subject to the National Environmental Policy Act (NEPA) once funding is identified in a subsequent stage.

Project Purpose

The purpose is to identify a transportation improvement alternative that will:

- » Address the deterioration of the bridges and roadway with an appropriate solution which considers long-term life-cycle costs.
- » Address existing and future transportation needs and roadway safety for users.
- » Consider connectivity improvements to surrounding areas for both vehicular and non-motorized users, and also consider connections to existing and planned transit services.
- » Enable potential economic development opportunities along the corridor which support official land use plans and long-term development objectives.

Project Need

The proposed project will address the following:

- » Deteriorated bridges crossing I-375, which are over 50 years old, and deteriorated pavement conditions.
- » Outdated existing geometric conditions, such as ramp widths and sharp curvature at the south end of the corridor, along with insufficient weave/merge areas, which result in elevated crash rates and increased congestion.
- » Lack of a direct connection for vehicles and pedestrians to the developing East Riverfront from the I-375 corridor.
- » Poor connectivity and confusing access to downtown destinations through the I-75/I-375 interchange and Gratiot Avenue Connector.
- » Operational congestion and safety issues along the Jefferson Avenue corridor west of I-375 due to high volumes and inefficient left turning movements.
- » Poor environment in I-375 and Jefferson Avenue corridors for transit and non-motorized travel, including long pedestrian crossing distances, lack of bike facilities, and poor connectivity to existing transit services.

The range of alternatives you see today were developed to fulfill the project purpose. Each alternative will be evaluated based on how well it addresses the project needs based on analysis and community feedback.

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



<p>I live in or near the Study Areas</p>	
<p>I live + work in or near the Study Areas</p>	
<p>I work in or near the Study Areas but don't live here</p>	
<p>I don't live or work in the Study Areas</p>	

THANK YOU FOR COMING!

// PLEASE STAY INVOLVED

Please remember to sign up today so we can let you know when the next meeting is scheduled!

In the meantime, you can stay connected at www.I375Detroit.com and can continue the conversation by contacting us at I375detroit@degc.org

FUTURE 375
I-375 ALTERNATIVES STUDY