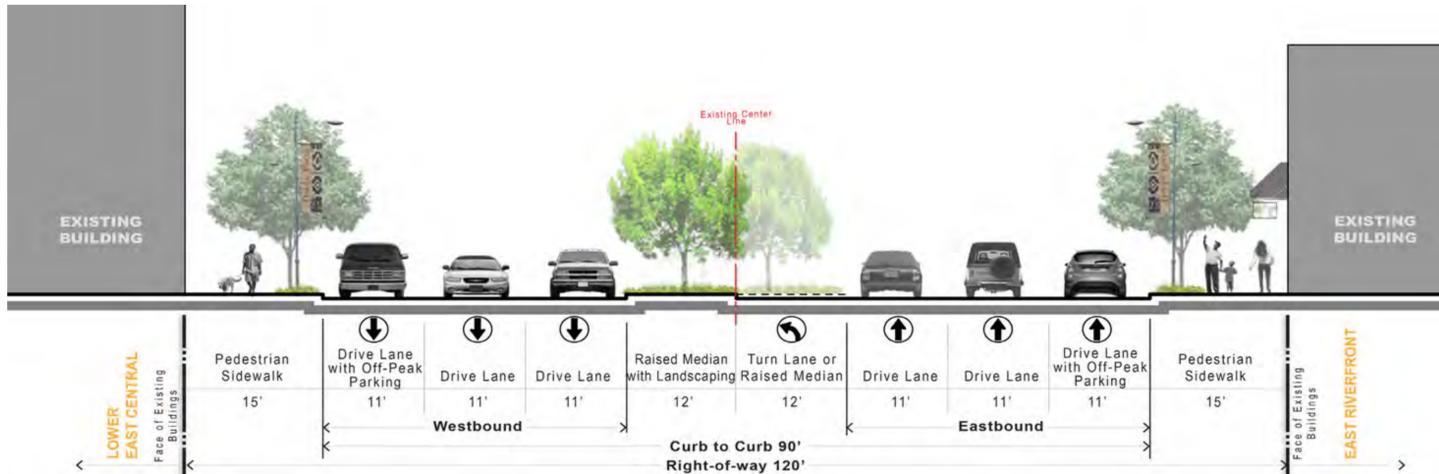


East Jefferson Corridor - Alternative 1

Six Travel Lanes with Landscape Median (I-375 to Joseph Campau Avenue)

CROSS-SECTION LOOKING EAST SHOWING PROPOSED EAST JEFFERSON IMPROVEMENTS



VEHICULAR TRAFFIC OPERATIONS, SAFETY AND CONNECTIVITY

- Three lanes of traffic in each direction is more than sufficient capacity during peak periods even assuming significant future growth in traffic volumes
- Raised median would prohibit mid-block left turns into and out of driveways, improving access management and safety
- Strict enforcement of peak period/peak direction parking restrictions is essential to maintaining three lanes of capacity

COST AND ECONOMIC IMPACT

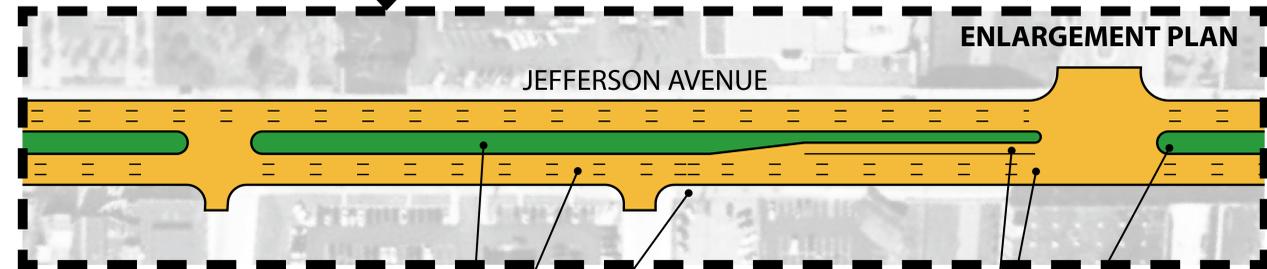
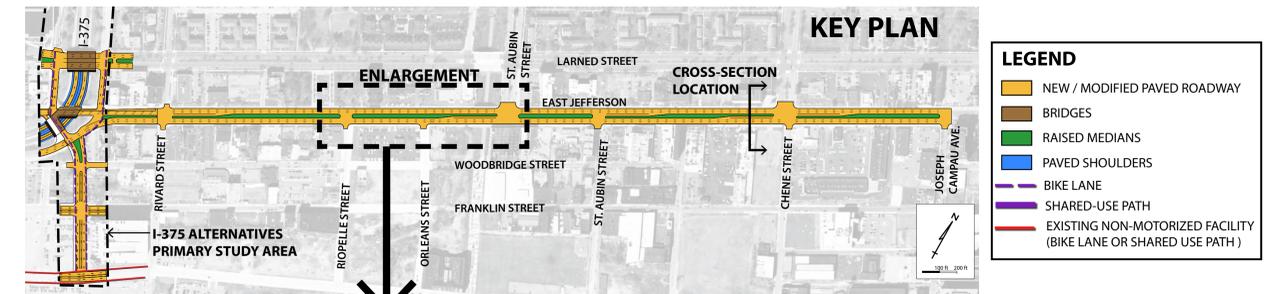
- Street beautification and improved pedestrian crossing environment could have positive impact on surrounding businesses
- Some businesses may be impacted by loss of on-street parking during peak periods
- Lower capital cost and simpler construction relative to Alternative 2

NON-MOTORIZED TRANSPORTATION + TRANSIT

- Pedestrian experience crossing Jefferson would be improved via shorter crossing distances and enhanced median refuge
- No specific provision for bike users within the corridor
- Improved crossing conditions will support existing transit services

QUALITY OF LIFE AND ENVIRONMENTAL RESOURCES

- Improved pedestrian circulation along the Jefferson corridor



KEY FEATURES

- Raised, landscaped median
- Three lanes in each direction with on-street parking during off-peak hours
- Improved sidewalks, landscaping and lighting
- Inset left-turn lanes
- Upgraded crosswalk markings and signal timings
- Median pedestrian refuge at intersection crosswalks

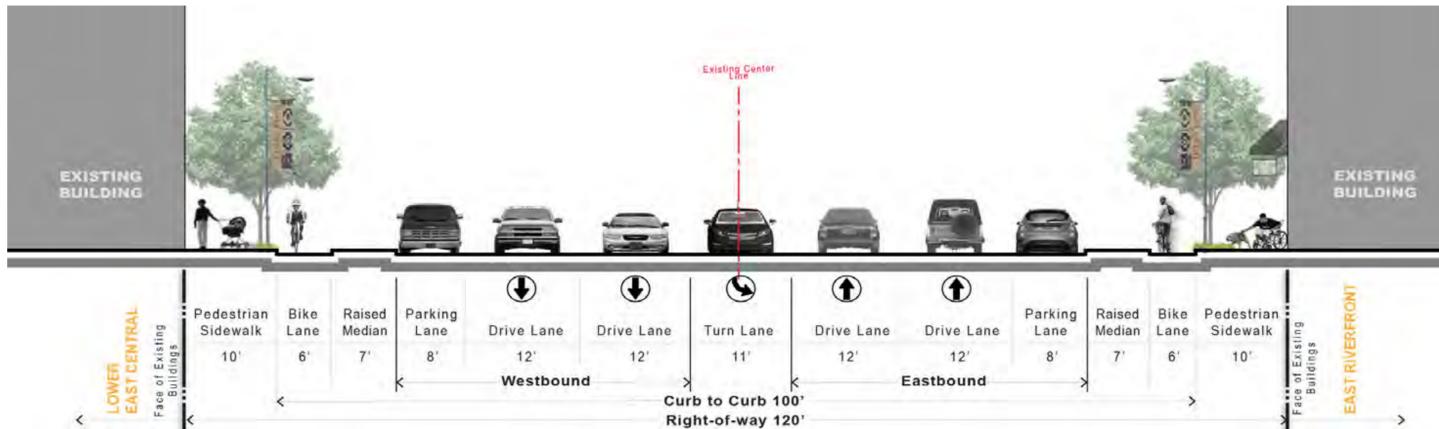
COMPATIBILITY WITH I-375 ALTERNATIVES:
Compatible with All I-375 Alternatives

ESTIMATED TOTAL COST:
\$8-10M

East Jefferson Corridor - Alternative 2

Four Travel Lanes with Buffered Bike Lane (I-375 to Joseph Campau Avenue)

CROSS-SECTION LOOKING EAST SHOWING PROPOSED EAST JEFFERSON IMPROVEMENTS



VEHICULAR TRAFFIC OPERATIONS, SAFETY AND CONNECTIVITY

- Two lanes of traffic in each direction expected to result in less than 1 minute increase in travel time during peak periods relative to Alternative 1 assuming future growth in traffic volumes
- No change in access in and out of driveways
- Parking in designated parking lane, eliminating the need for enforcing parking prohibitions by time of day

COST AND ECONOMIC IMPACT

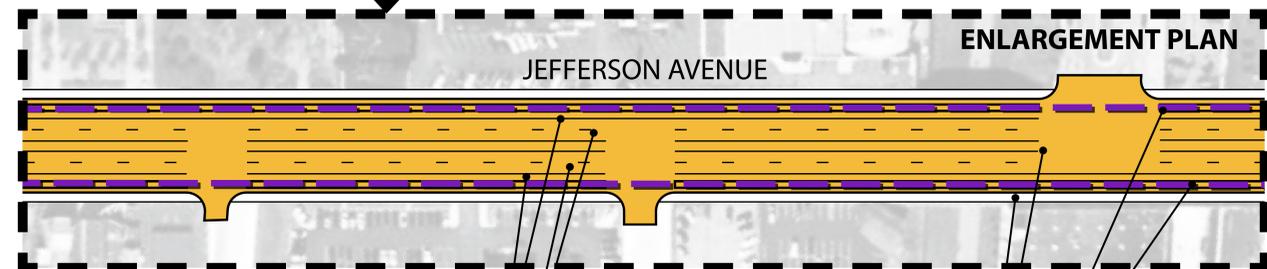
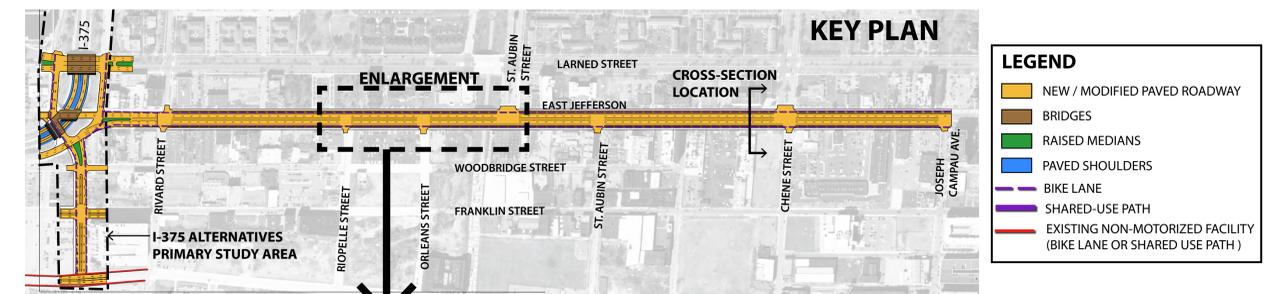
- Improved pedestrian crossing environment could have positive impact on surrounding businesses
- Businesses may benefit from full-time on-street parking
- No impact to business driveway access
- Higher capital cost and more complex winter maintenance relative to Alternative 1

NON-MOTORIZED TRANSPORTATION + TRANSIT

- Pedestrian experience crossing Jefferson would be improved via shorter crossing distances and increased pedestrian refuge opportunities
- Buffered bike lanes provide safer east-west bike connection
- Bike lanes and on-street parking enhance pedestrian environment by further buffering sidewalks from vehicular traffic.
- Improved crossing conditions will support existing transit services

QUALITY OF LIFE AND ENVIRONMENTAL RESOURCES

- More balance between vehicular and non-motorized users along the Jefferson corridor
- More buffering of businesses from street traffic, encouraging a more active pedestrian edge



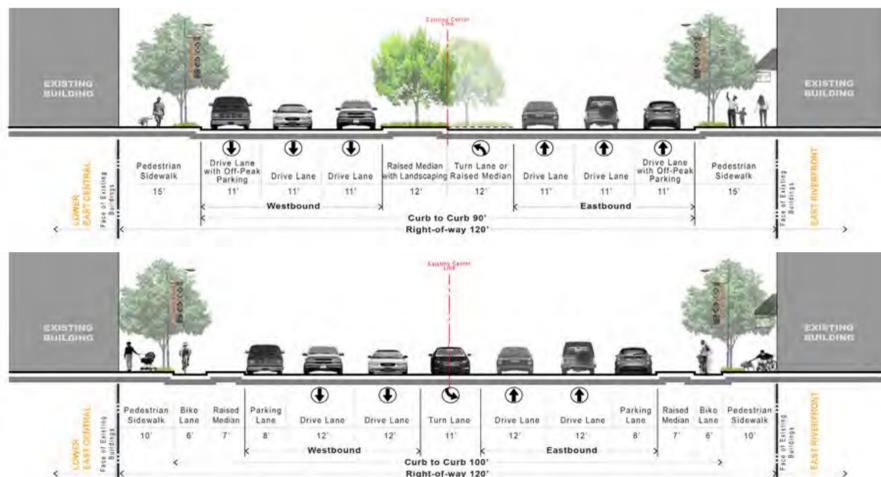
KEY FEATURES

- On-street parking in dedicated parking lane on both sides of Jefferson
- Improved sidewalks, landscape and lighting
- Upgraded crosswalk markings and signal timings
- On-street bike lanes in both directions, buffered from the roadway by a narrow sidewalk space

COMPATIBILITY WITH I-375 ALTERNATIVES:
Compatible with All I-375 Alternatives

ESTIMATED TOTAL COST:
\$11-14M

JEFFERSON EAST FEEDBACK // TELL US WHAT YOU THINK!



INSTRUCTIONS:
Place a dot sticker in the appropriate box below to share your opinion on each of the

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

ALTERNATIVE FEATURES

NEGATIVE

NEUTRAL

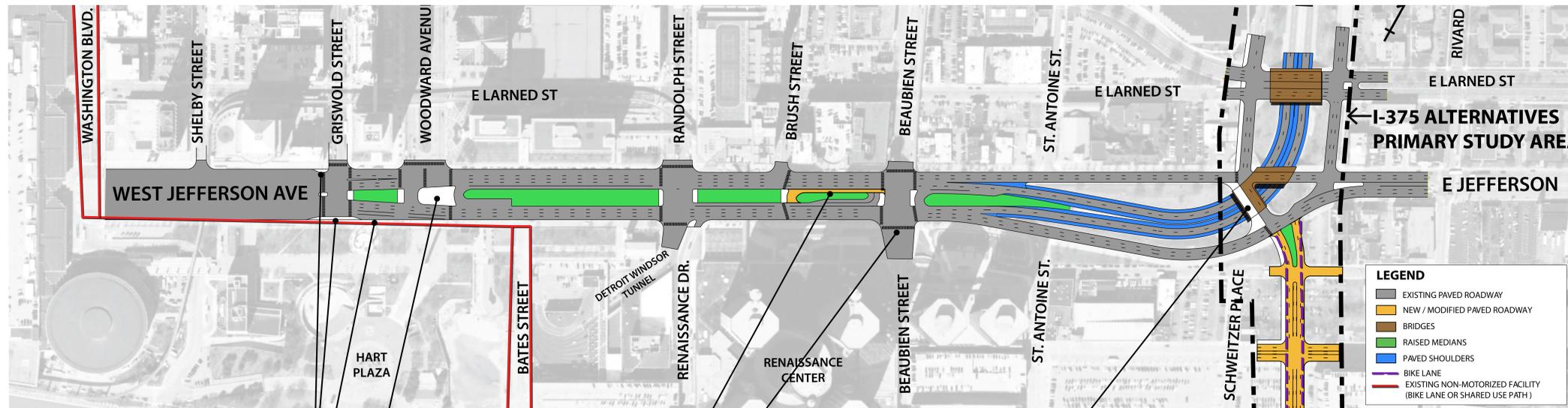
POSITIVE

ALTERNATIVE FEATURES	NEGATIVE	NEUTRAL	POSITIVE
<i>Jefferson East / Alternative 1</i>			
Reduction of roadway from four to three lanes in each direction, with parking prohibited during peak hours, in order to provide median refuge space for pedestrian crossings			
Creation of landscaped median for beautification and access control			
Overall			
<i>Jefferson East / Alternative 2</i>			
Reduction of the roadway from four to two lanes in each direction plus parking in order to shorten crossing distances			
Creation of buffered bike lanes along the corridor, protected from moving traffic by median space			
Overall			

West Jefferson Corridor - Alternative 1

Left-Turn Changes to Improve Operations and Pedestrian Flow

PLAN VIEW SHOWING PROPOSED IMPROVEMENTS TO WEST JEFFERSON SECONDARY STUDY AREA (BETWEEN WASHINGTON BLVD. AND I-375)



KEY FEATURES

- Curb bump-out to shorten pedestrian crossing distances
- Improved sidewalks, landscaping, and lighting
- Eliminate eastbound-to-northbound left turn and enclose median to provide improved pedestrian refuge area

- Relocate westbound and southbound turns at Beaubien to new crossover (eliminate direct left turns)
- Upgraded crosswalks and signal timings

- Create pedestrian crossing to improve connection to riverfront along new roadway

ESTIMATED TOTAL COST:
\$500K-1M

- COMPATIBILITY WITH I-375 ALTERNATIVES:**
- Woodward and Griswold improvements compatible with ALL I-375 alternatives.
 - Beaubien improvements compatible with I-375 alternative 2 only.

VEHICULAR TRAFFIC OPERATIONS, SAFETY AND CONNECTIVITY

- Elimination of eastbound-to-northbound left turn at Woodward reduces eastbound Jefferson congestion in the AM peak period
- Most Woodward-bound traffic expected to divert to the M-10/ Larned off-ramp, requiring strict enforcement of peak period parking prohibitions along Larned
- Improve operations and safety with relocation of Beaubien left-turns to crossover, along with redistribution of traffic to new riverfront connection
- Left-turn traffic at Beaubien is expected to be significantly reduced due to new riverfront connector

COST AND ECONOMIC IMPACT

- No significant economic impact expected
- Limited capital cost associated with implementation

NON-MOTORIZED TRANSPORTATION AND TRANSIT

- Pedestrian experience crossing Jefferson would be improved via shorter crossing distances and enhanced median refuge
- No dedicated bike facilities on Jefferson (bike route on nearby Atwater)
- No changes to transit accessibility

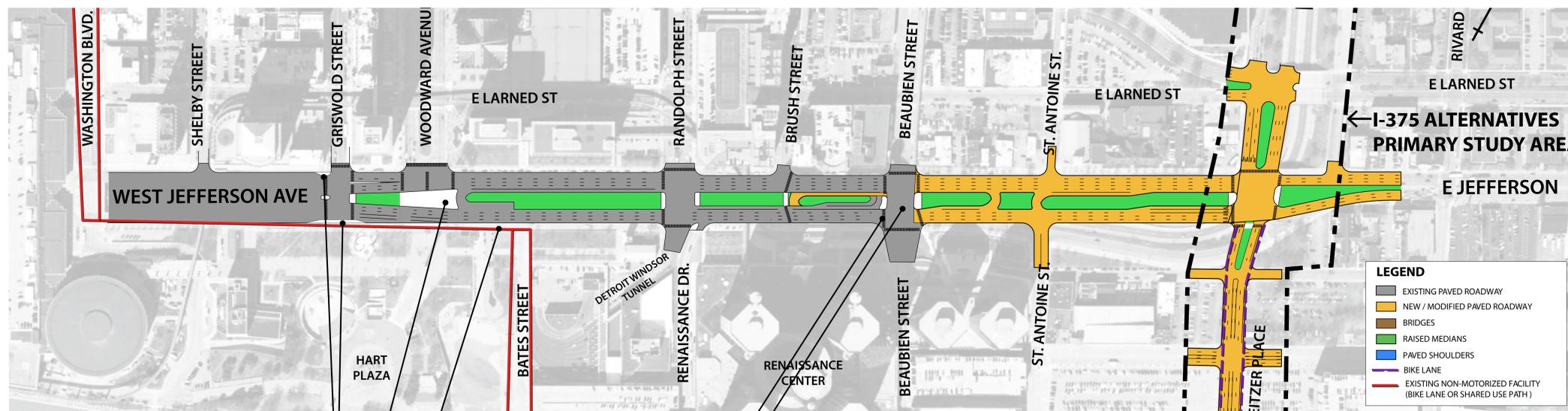
QUALITY OF LIFE AND ENVIRONMENTAL RESOURCES

- More balance between vehicular and non-motorized users along the Jefferson corridor

West Jefferson Corridor - Alternative 2

Additional Left-Turn Changes to Improve Operations and Pedestrian Flow

PLAN VIEW SHOWING PROPOSED IMPROVEMENTS TO WEST JEFFERSON SECONDARY STUDY AREA (BETWEEN WASHINGTON BLVD. AND I-375)



KEY FEATURES

- Curb bump-out to shorten pedestrian crossing distances
- Eliminate all left-turns at Woodward and enclose the median to create enhanced pedestrian refuge and promenade between downtown and Hart Plaza
- Improved sidewalks, landscaping, and lighting

- Upgraded crosswalks and signal timings
- Eliminate all direct left-turns at Beaubien and relocate to new crossovers east and west of Beaubien

ESTIMATED TOTAL COST:
\$500K-1M

- COMPATIBILITY WITH I-375 ALTERNATIVES:**
- Woodward and Griswold improvements compatible with ALL I-375 alternatives
 - Beaubien improvements compatible with I-375 alternatives 3, 4, 5 and 6 only.

VEHICULAR TRAFFIC OPERATIONS, SAFETY AND CONNECTIVITY

- Eliminated eastbound-to-northbound left turn at Woodward would reduce eastbound Jefferson congestion in the AM peak period
- Eliminated southbound-to-eastbound left turn at Woodward would increase pedestrian safety
- Most Woodward-bound traffic expected to divert to the M-10/ Larned off-ramp, requiring strict enforcement of peak period parking prohibitions along Larned
- Most Woodward southbound left-turns would divert to Griswold or Randolph; Signal timing changes required to accommodate increased volumes
- Improved operations and safety with relocation of Beaubien left-turns to crossovers and redistribution of traffic to new riverfront connection
- Left-turn traffic at Beaubien is expected to be significantly reduced due to new riverfront connector

COST AND ECONOMIC IMPACT

- No significant economic impact expected
- Limited capital cost associated with implementation

NON-MOTORIZED TRANSPORTATION AND TRANSIT

- Improved pedestrian experience crossing Jefferson due to shorter distances and enhanced median refuge
- No dedicated bike facilities on Jefferson (Bike route on nearby Atwater)
- No changes to transit accessibility

QUALITY OF LIFE AND ENVIRONMENTAL RESOURCES

- More balance between vehicular and non-motorized users along the Jefferson corridor

JEFFERSON WEST FEEDBACK // TELL US WHAT YOU THINK!



ALTERNATIVE 1

ALTERNATIVE 2

INSTRUCTIONS:
Place a dot sticker in the appropriate box below to share your opinion on each of the

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

ALTERNATIVE FEATURES

NEGATIVE

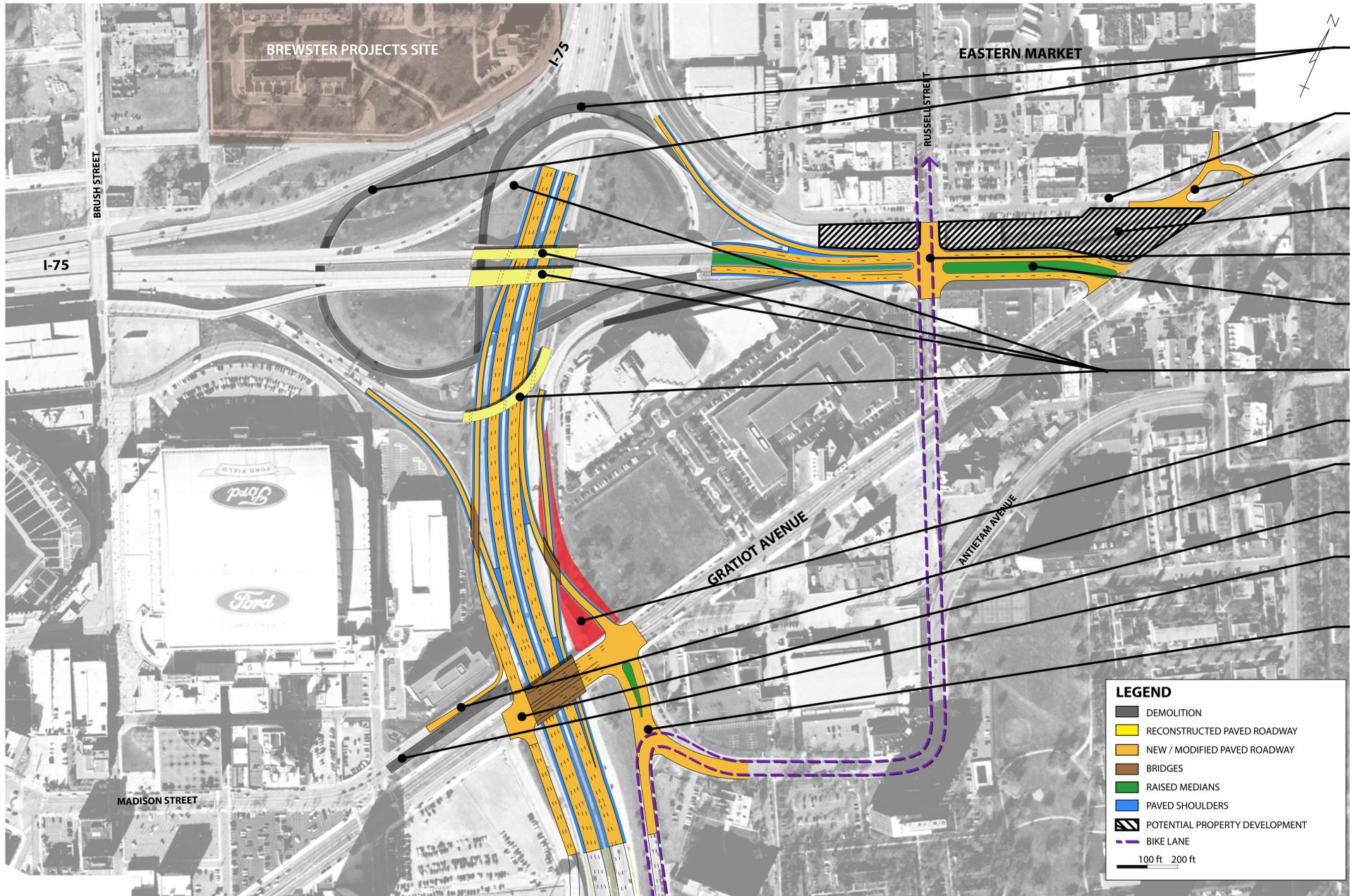
NEUTRAL

POSITIVE

ALTERNATIVE FEATURES	NEGATIVE	NEUTRAL	POSITIVE
<i>Jefferson West / Alternative 1</i>			
Elimination of eastbound left-turn to Woodward to reduce traffic queuing and improve pedestrian crossing			
Relocation of westbound left-turn at Beaubien to crossover to reduce queuing and safety issues along Jefferson			
Overall			
<i>Jefferson West / Alternative 2</i>			
Elimination of all left-turns at Woodward to reduce traffic queuing and create pedestrian promenade to Hart Plaza			
Relocation of all left-turns at Beaubien to crossovers to reduce queuing and safety issues			
Overall			

I-75 / I-375 / Gratiot Connector Interchange - Alternative 1

Minimal I-75 Modifications, New I-375 Gratiot Interchange



KEY FEATURES

- Eliminate redundant ramps to reduce overall infrastructure and long-term maintenance
- Maintain north service drive as a local access roadway
- Reconfigure intersections of Gratiot, Orleans and Service Drive
- Potential property available for reuse
- New surface street intersection at Russell Street
- Convert Gratiot Connector to at-grade boulevard on the south service drive alignment
- Rehabilitate existing bridges and pavement to remain
- Property impacts for northbound on-ramp
- Maintain Madison off-ramp movement
- Create diamond interchange at Gratiot Avenue with access to and from the north
- Eliminate Madison on-ramp; Traffic will instead use Madison to Gratiot to new on-ramp
- Realign intersection so that service drive is the through movement connecting to Gratiot

COMPATIBILITY WITH I-375 ALTERNATIVES:
Compatible with All I-375 Alternatives

ESTIMATED TOTAL COST:
\$75-90M

PLAN VIEW SHOWING PROPOSED IMPROVEMENTS TO I-75/I-375/GRATIOT CONNECTOR INTERCHANGE

VEHICULAR TRAFFIC OPERATIONS, SAFETY AND CONNECTIVITY

- Direct connection from I-375 to Gratiot provides access to Clinton and Macomb Streets via service drives
- Improved access to northeast downtown via both Gratiot and Madison
- Improved connection to Eastern Market via Gratiot Connector at Russell Street
- Maintains the junction of Gratiot and I-375 as a high capacity grade-separated interchange
- Does not address existing operational issues along northbound I-75 on low-speed ramp shared with ramp traffic to southbound I-375

COST AND ECONOMIC IMPACT

- New potential development space along Gratiot Connector south of Eastern Market (approximately 2.8 acres)
- Reduction in the number/size of bridge structures, which reduces long-term maintenance cost

NON-MOTORIZED TRANSPORTATION AND TRANSIT

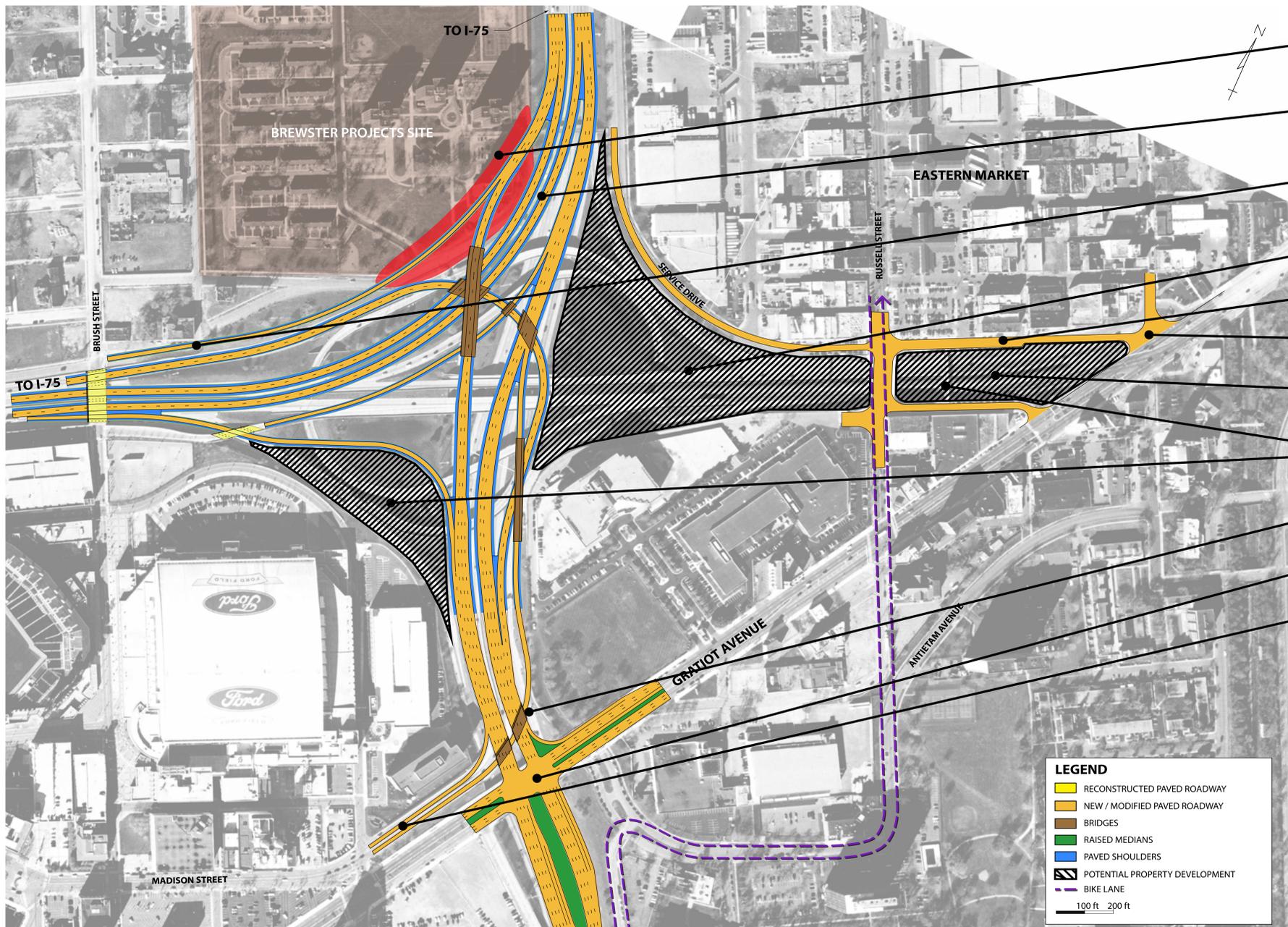
- Improved pedestrian experience along Russell Street with shorter crossing of Gratiot Connector with shorter crossing distances
- No changes to transit accessibility

QUALITY OF LIFE AND ENVIRONMENTAL RESOURCES

- Improved environment adjacent to Gratiot Connector due to lower speeds, reduced highway footprint, new space for potential development (approximately 3 acres) and greater connectivity
- Maintains I-375 as a freeway under Gratiot Avenue, with no anticipated change in I-375 traffic noise from the existing condition. Potential noise reduction due to modification of the Gratiot connector, subject to verification through further study

I-75 / I-375 / Gratiot Connector Interchange - Alternative 2

Reconstructed Interchange with Surface Boulevard at Gratiot



KEY FEATURES

- Property impacts to Brewster site, which may be partially offset by improved access via new Brush Street ramp to aid redevelopment
- Reconstruct and reconfigure interchange with I-75 as the primary through movement
- Create new access to Brush Street / I-75 service drives to and from the north on I-75
- Potential property available for reuse
- Reconstruct existing service drives as local access roadways
- Reconfigure intersection of Gratiot, Orleans, and existing north service drive
- Gratiot connector eliminated, with traffic instead using new surface street intersection at I-375 corridor
- Potential property available for reuse
- Maintain Madison on-ramp under new roadway
- New surface street intersection at Gratiot Avenue
- I-75 on- and off- ramps to Madison Avenue both maintained, with the Madison on-ramp flying under the new boulevard roadway

COMPATIBILITY WITH I-375 ALTERNATIVES:
 This Alternative is Compatible with I-375 Alternatives 4, 5 & 6 only

ESTIMATED TOTAL COST:
\$100-120M

PLAN VIEW SHOWING PROPOSED IMPROVEMENTS TO I-75/I-375/GRATIOT CONNECTOR INTERCHANGE

VEHICULAR TRAFFIC OPERATIONS, SAFETY AND CONNECTIVITY

- Improved operations along I-75 by clarifying through movements
- Increased access to northern downtown with new connections to service drives at Brush Street
- New direct connection to Gratiot while maintaining full access at the existing Madison ramps
- Large intersection required at Gratiot/I-375 to accommodate anticipated traffic volumes; Some increase in travel time expected

COST AND ECONOMIC IMPACT

- Potential development space along Gratiot Connector corridor and near Ford Field (approximately 17 acres)
- Higher initial capital cost to replace the interchange, but lower long-term operations and maintenance cost due to reduction in footprint and number/size of bridges

NON-MOTORIZED TRANSPORTATION AND TRANSIT

- Improved pedestrian experience since the Gratiot Connector would be replaced with a local street
- No changes to transit accessibility

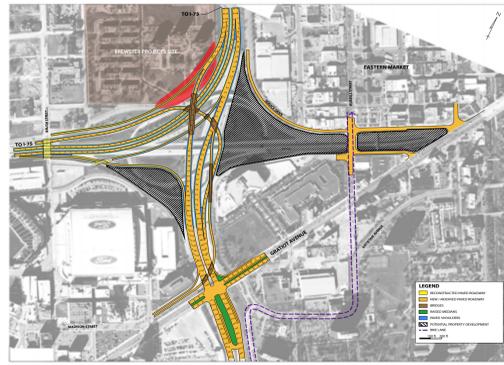
QUALITY OF LIFE AND ENVIRONMENTAL RESOURCES

- Improved environment adjacent to Gratiot Connector due to lower speeds, reduced footprint, new development potential space and greater connectivity
- Eliminates the I-375 freeway, resulting in lower speeds and anticipated reduction in noise levels (subject to further study)

INTERCHANGE AREA FEEDBACK // TELL US WHAT YOU THINK!



ALTERNATIVE 1



ALTERNATIVE 2

INSTRUCTIONS:
Place a dot sticker in the appropriate box below to share your opinion on each of the

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

Interchange Area / Alternative 1	NEGATIVE	NEUTRAL	POSITIVE
Creation of an I-375 interchange at Gratiot Avenue in order to increase accessibility to the northeast portion of downtown			
Conversion of the Gratiot Connector to a surface street with intersection at Russell Street			
Overall			
Interchange Area / Alternative 2	NEGATIVE	NEUTRAL	POSITIVE
Full reconstruction of the interchange to reconfigure I-75 as the through movement, and add direct connections to Brush and Gratiot			
Elimination of the Gratiot Connector, with traffic instead served by the new surface intersection of I-375 and Gratiot			
Overall			