I-375 Improvement Project
COMMUNITY CONVERSATION #1
MAY 17, 2017
375 Improvement Study
Community Conversation #1 Agenda

• 5:00 – Doors Open/Review of Exhibits & Mingling with Project Staff

• 5:30 - Welcome - Robert Davis/Kelby Wallace/Janet Attarian/Vince Keenan
  *Introductions of Public Officials & Advisory Committee Members*


• 5:50 - Setting the Table for this Evenings Conversation – Matt Webb

• 5:55 Roundtable Discussion #1 (Why Here? Why Now? & Purpose and Need) – Robert Davis

• 6:25 p.m. Review of Illustrative Alternatives – Kelby Wallace

• 6:40 p.m. Roundtable Discussion #2 (Illustrative Alternatives) – Robert Davis

• 7:25 p.m. Next Steps – Kelby Wallace/Steve Lewis

* Project staff available after 7:30 for additional discussion
Why Here? Why Now?

- National Federal Highway Act passed (1956)
- I-375 construction started (1959)
- I-375 opens (1964)
- Black Bottom
- Hastings Street
- Paradise Valley
- MDOT Planning and Environmental Linkages (PEL) Study (2014)
- Your!Detroit East Riverfront Study (2016-2017)
- I-375 in MDOT Five Year Program (2022)
What We Learned in 2014?

✓ Established the Purpose & Need for Improvements
✓ Do Nothing is Not An Option
✓ Transformation of the I-375 corridor is a viable alternative that should be studied further
✓ Missing the land use vision
Why Here? Why Now?
A new great urban space

Walkable, green, human-scaled

- Preserving the residential character of neighborhoods to the east
- Providing new residential development to form an edge to complete the residential neighborhoods
- Providing safe and pleasant access to the riverfront
- Improving the pedestrian and bicyclist experience between neighborhoods to the east and downtown
- Providing a significant parking resource
- Mitigating traffic noise
- Concentrating vehicular traffic on the west, or City side
LAND USE VISION

What goes here to support proposed land uses?
Setting the Table for Our Discussion
Study Area
National Environmental Policy Act (NEPA)
Proposed Purpose & Need For Improvements

share your thoughts, shape the vision

[Images of proposed improvement areas, including a map and photographs of infrastructure changes]
Table Discussion

- Why Here? Why Now?
- Study Area
- What do we need to fix?

- Capture your table comments, questions, concerns
- Designate spokesperson to report out
Identify top discussion around Why Here? Why Now? & What Needs to Be Fixed?
Setting the Table for Our Discussion
Alternative 1 will reconstruct the freeway as is within the existing right-of-way, with the exception of proposed ramp improvements/widening to the southbound off-ramps at Lafayette and Larned/E. Jefferson. No other significant changes are proposed under Alternative 1 beyond standard improvements such as sign upgrades, replacement of the existing bridges, upgrade of ramp signals and drainage improvements.
Illustrative Alternative 2: Reconstructed Freeway with Riverfront Connection

Alternative 2 is identical to Alternative 1, with the addition of an at-grade roadway extension connecting Jefferson Avenue to Atwater Street that will provide improved access to the East Riverfront area. No changes to the freeway are proposed except for the addition of terraced stormwater management slopes would be constructed.
Under Alternative 3, the I-375 freeway would transition to a surface street south of Lafayette Avenue, and include intersections with traffic signals at Larned Street and Jefferson Avenue. The surface roadway was assumed to be four lanes in each direction between Lafayette and Jefferson. The surface roadway would continue through Jefferson Avenue to Atwater, with two lanes in each direction. The freeway portion would be shifted to the west approximately 85 feet.
Under Alternative 4, the I-375 freeway would transition to a surface street, with four lanes in each direction, south of Gratiot Avenue, coming to a surface intersection near Clinton Street. The roadway would be aligned on the east side of the existing corridor footprint. Both service drives would be eliminated under this scenario. The new urban boulevard would continue south of Jefferson Avenue to Atwater Street with two lanes in each direction.
Similar to Alternative 4, Alternative 5 would include a surface roadway with four lanes in each direction from south of Gratiot Avenue. However, under this alternative, the surface roadway would be aligned along the west (central business district) side of the corridor. The new urban boulevard would continue south of Jefferson Avenue to Atwater Street with two lanes in each direction. In addition, the northbound service drive would be maintained as a two-way local roadway.
Illustrative Alternative 6: Two One-Way Streets with a Depressed Greenway

Under Alternative 6, the surface roadway south of Gratiot Avenue would take the form of two one-way roadways, aligned with the existing services drives, with four lanes in each direction. The roadway would continue south of Jefferson Avenue to Atwater Street with two lanes in each direction.
Alternative 1 is intended as a lower-cost upgrade of the interchange area, which would eliminate the current left-hand ramps to Madison Avenue, and create a more traditional interchange at Gratiot Avenue. It would also include conversion of the Gratiot connector to a surface roadway with a signalized intersection at Russell Street. This alternative is compatible with all six of the I-375 alternatives.
Under Alternative 2, the interchange area would be completely reconstructed, with I-75 reconfigured as the through-traffic movement. A surface street intersection would be created with Gratiot Avenue at I-375, replacing the need for the Gratiot connector and allowing for its elimination. In addition, new access would be created to and from the north on I-75 at Brush Street, and access to Madison Avenue maintained. This alternative is compatible only with I-375 Alternatives 4, 5 and 6.
Table Discussion

Want your feedback on:

❖ Corridor Alternatives 1-6
❖ Interchange Alternatives

❖ Capture your table comments, questions, concerns
Identify Top 2 themes associated with alternatives
Next Steps

✓ Leave Comments Tonight
✓ Study Team Continues with Further Analysis and Refinement
✓ Continue Conversation with Advisory Committee Members
✓ Follow Progress on Study Web-site
✓ Late Summer - Next Community Conversation
  Presenting Practical Alternatives