

375 IMPROVEMENT PROJECT MEETING SUMMARY

SUBJECT	375 Improvement Project Advisory Committee Meetings
MEETING SITE	The Rattlesnake Club, 300 River Place Drive, Detroit, MI 48207
DATE/TIME	November 15, 2017 Government Advisory Committee, 2PM - 4PM (EST) Local Advisory Committee, 5:30PM – 7:30PM (EST)

The fourth set of advisory committee meetings for the I-375 Improvement Project were held on November 14, 2017 at the Rattlesnake Club. In attendance at the meetings were representatives from the community, churches, businesses, and government. The Government Advisory Committee (GAC) had a total of 14 attendees, and the Local Advisory Committee (LAC) had a total of 18 attendees.

MDOT, the City of Detroit, and the project team were in attendance to present the agenda and project updates. For this set of meetings, the agenda focused on the Practical Alternatives, traffic analysis, and the public meeting that will be held on December 5, 2017.

Since the July GAC/LAC meetings, the project team has finalized the Practical Alternatives and made refinements based on public feedback. These refinements were presented at the meeting. The refinements include redesign to avoid impacts to the Brewster-Douglass site, improvements to the Gratiot Interchange, and minimization of impacts to Christ Church. Further refinements will be necessary to address impacts to Holy Family Church Parking.

At the GAC meeting, discussion regarding the Practical Alternatives included concern over access to Eastern Market, special events traffic, non-motorized connections, protected bike lanes in Practical Alternative 5, and construction duration. At the LAC meeting, discussion included the land use of new developable land, the speed limit of the boulevard, underground parking, lane width, and pedestrian access. Of note, the conversation went in depth to discuss the increased crossing breaks for pedestrians, the increase in time and lanes crossed between East Lafayette Park and downtown Detroit, and safety concerns. Another area of concern was the impacts to truck traffic and waste removal, who use the existing service drives.

The next agenda item, was an update on the traffic analysis. The LAC/GAC were presented with travel times for both existing and projections for 2040. It is projected that there will be a slight increase in travel time, in most cases only 1-3 minutes, except for one increase of 6 minutes. Contributing to this is the decreased speed limit of 35 miles per hour, which is consistent with an urban street and intended to slow traffic. The travel times assume traffic priority signaling for inbound and outbound for peak period travel. The travel times and overall performance of the traffic model are subject to refinement and changes as the project moves forward.

The last portion of the meeting covered the public open house, which will be held at the Outdoor Adventure Center on December 5, 2017. The public meeting, as described, will be an open house from 4-7 PM, with formal presentation at 5 PM and 6 PM. The public will have a chance to engage with staff before and after the presentations. The team asked committee members to share notice of the public meeting with the group that they represent.

The project team previewed two videos, produced for the public meetings, which demonstrate the existing condition and the geometrics of 375 as a boulevard. The LAC/GAC members gave feedback on the videos including the addition of signal timing, volume of traffic, and slowing the speed of the video.

The next set of meetings will be in late January.

375 IMPROVEMENT PROJECT

GOVERNMENT ADVISORY COMMITTEE AGENDA

SUBJECT I-375 Improvement Project Local Advisory Committee Meeting

MEETING LOCATION Rattlesnake Restaurant and Banquet Center located at 300 River place Dr, Detroit, MI 48207.
Complimentary Valet parking will be available on the Joseph Campau side.

DATE/TIME NOVEMBER 14, 2017, 2:00PM-4:00PM

1. Welcome

2. Introductions of Advisory Committee Members

3. Overview of August GAC Meeting

4. Project Updates

- A. Practical Alternatives Overview
- B. Traffic Analysis Update
- C. Public Meeting #2, December 5

5. Local Items for Sharing

- A. Advisory Committee members are encouraged to share items of interest from their respective organization(s) that may impact the I-375 Improvement Project or other Advisory Committee members

6. Other

7. Next Meeting

375 IMPROVEMENT PROJECT

LOCAL ADVISORY COMMITTEE AGENDA

SUBJECT I-375 Improvement Project Local Advisory Committee Meeting

MEETING LOCATION Rattlesnake Restaurant and Banquet Center located at 300 River place Dr, Detroit, MI 48207. Complimentary Valet parking will be available on the Joseph Campau side.

DATE/TIME November 14, 2017, 5:30PM-7:30PM

- 1. Welcome**
- 2. Introductions of Advisory Committee Members**
- 3. Overview of August LAC Meeting**
- 4. Project Updates**
 - A. Practical Alternatives Overview
 - B. Traffic Analysis Update
 - C. Public Meeting #2, December 5
- 5. Local Items for Sharing**
 - A. Advisory Committee members are encouraged to share items of interest from their respective organization(s) that may impact the I-375 Improvement Project or other Advisory Committee members
- 6. Other**
- 7. Public Comment**
- 8. Next Meeting**



I-375 Improvement Project

LAC-GAC MEETINGS

NOVEMBER 14, 2017

Agenda

Welcome

Introductions of Advisory Committee Members

Overview of August Advisory Committee Meeting

Project Updates

Practical Alternatives Overview

Traffic Analysis Update

Public Meeting #2, December 5

Local Items for Sharing

Advisory Committee members are encouraged to share items of interest from their respective organization(s) that may impact the I-375 Improvement Project or other Advisory Committee members

Other

Next Meeting

Purpose and Need

Project Purpose

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

- Address functionally obsolete interchange design, deteriorated bridges and roadway with an appropriate solution which considers safety, operations and long-term life-cycle costs.
- Address existing and future transportation needs and roadway safety for all users.
- Improve connectivity to surrounding areas for both vehicular and non-motorized users, and enhance connections to existing and planned transit services which may result in improved community health
- Enhance access to enable future development and other place-making opportunities envisioned in official land use and long-term economic development plans.

Purpose and Need

Project Need

The proposed project will address the following:

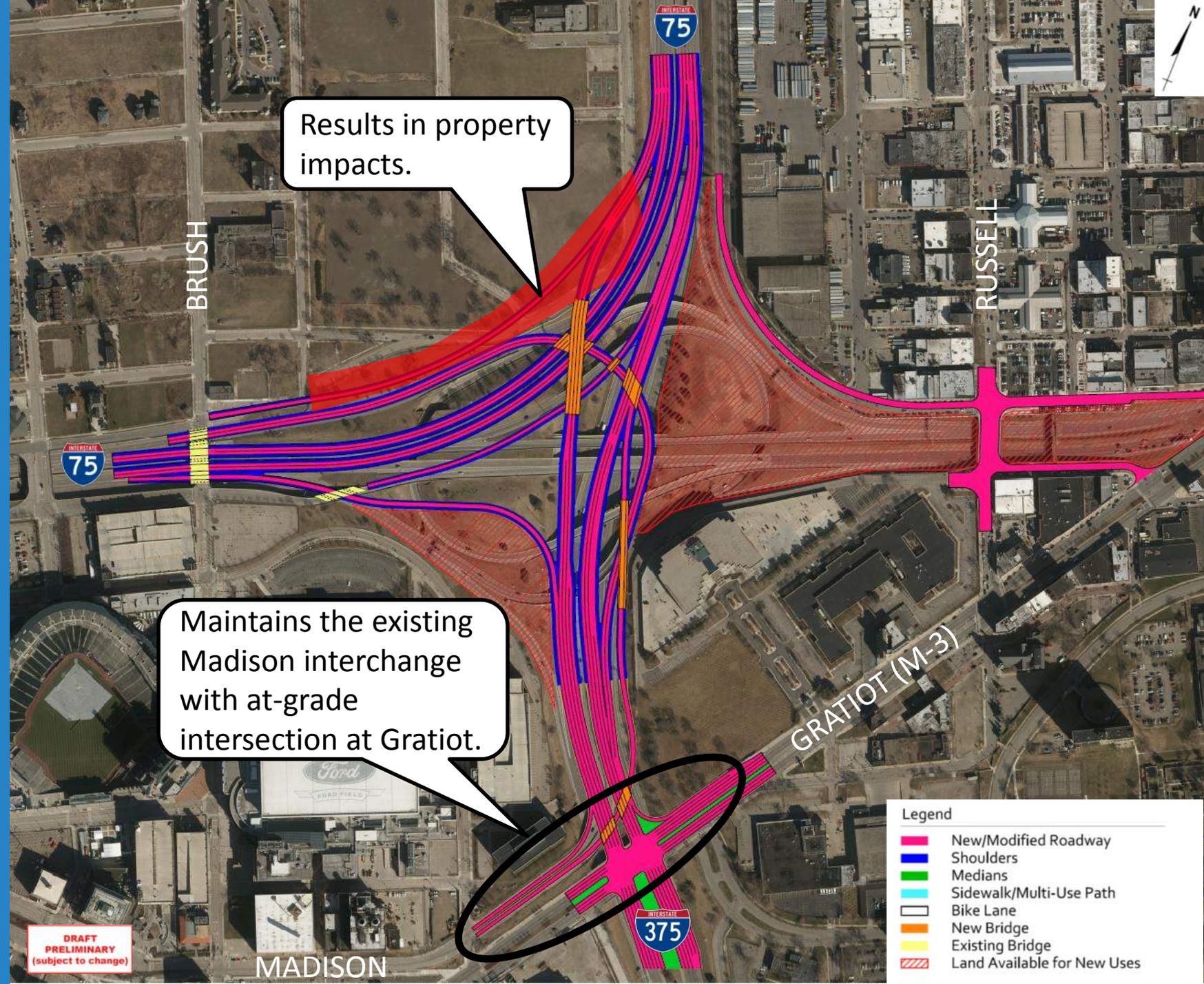
- Deteriorated bridges crossing I-375, which are over 50 years old, and deteriorated pavement conditions.
- Outdated existing geometric conditions, such as ramp widths and sharp curvature at the south end of the corridor, along with insufficient weave/ merge areas, which result in elevated crash rates 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,

APPENDIX A: I-375 Improvement Study - Illustrative Alternatives Screening Criteria

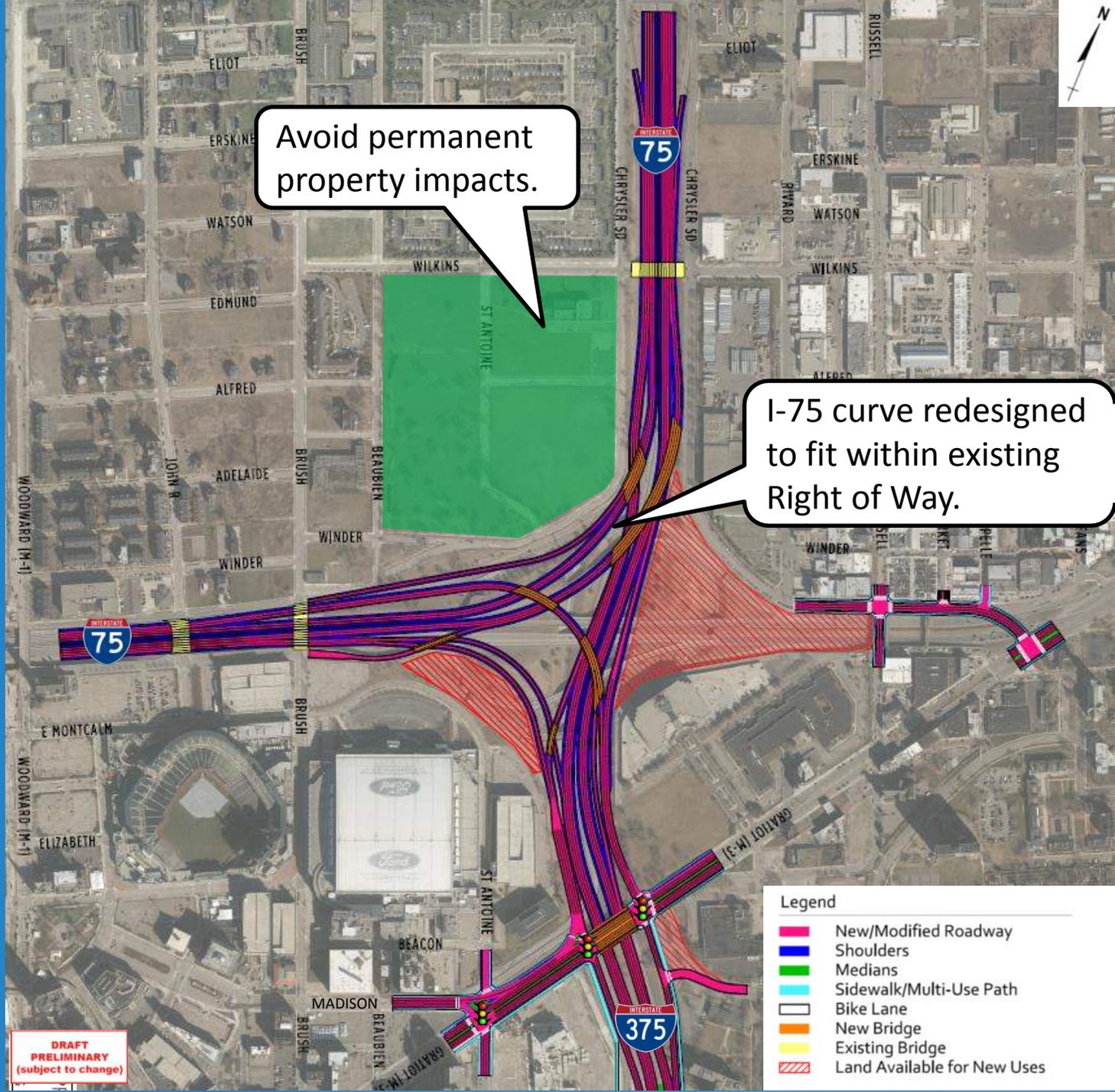
Category	Measurement	Alternatives						I-75/I-375 Interchange	
		ALT. 1	ALT. 2	ALT. 3	ALT. 4	ALT. 5	ALT. 6	ALT. 1	ALT. 2
CONSISTENT WITH PROJECT PURPOSE:									
4.1 Addresses deterioration of bridges	Yes=5, No = 0	5	5	5	5	5	5	5	5
4.2 Addresses deterioration of pavement	Yes=5, No = 0	5	5	5	5	5	5	5	5
4.3 Addresses existing and future transportation needs for all users of all modes and abilities	Yes=5, No = 0	0	5	5	5	5	5	5	5
4.4 Improves connectivity to surrounding areas for vehicular traffic	Yes=5, No = 0	0	5	5	5	5	5	5	5
4.5 Improves connectivity to surrounding areas for non-motorized users	Yes=5, No = 0	0	5	5	5	5	5	5	5
4.6 Improves access to existing and future transit	Yes=5, No = 0	0	0	5	5	5	5	5	5
4.7 Accommodates foreseeable changes in mobility technologies, services and demands	Yes=5, No = 0	5	5	5	5	5	5	5	5
4.8 Enhances walkability and access	Yes=5, No = 0	0	5	5	5	5	5	0	0
4.9 Enables place-making opportunities envisioned in official land use plans	Yes=5, No = 0	0	0	0	0	5	0	0	5
ADDRESSES THE FOLLOWING NEEDS:									
5.1 SAFETY									
Reduction in severity of crashes	High = 2, Med.=1, Low = 0	0	0	0	1	1	1	0	2
Reduction of high crash areas	High = 2, Med.=1, Low = 0	0	0	1	2	2	2	0	2
Eliminates or reduces existing design deficiencies	High = 2, Med.=1, Low = 0	0	0	2	2	2	2	1	2
5.2 PEDESTRIAN ACCESS									
Creates more separation from vehicular traffic	High = 2, Med.=1, Low = 0	0	1	2	2	2	2	0	2
Provides direct connections to riverfront area	High = 2, Med.=1, Low = 0	0	2	2	2	2	2	0	1
Increases pedestrian capacity in the study area	High = 2, Med.=1, Low = 0	0	1	2	2	2	2	1	2
5.3 BICYCLE ACCESS									
Provides for separation of bikes and vehicular traffic	High = 2, Med.=1, Low = 0	0	1	2	2	2	2	0	0
Provides direct connections to riverfront area	High = 2, Med.=1, Low = 0	0	2	2	2	2	2	0	1
Increases bicycle capacity within the study area	High = 2, Med.=1, Low = 0	0	1	2	2	2	2	1	1
5.4 COMMUNITY ACCESS IMPROVEMENTS									
Expands access to recreational facilities	High = 2, Med.=1, Low = 0	0	1	1	2	2	2	0	1
Expands access to medical facilities and services	High = 2, Med.=1, Low = 0	NA	NA	NA	NA	NA	NA	NA	NA
Expands access to community centers and/or amenities	High = 2, Med.=1, Low = 0	0	1	1	2	2	2	1	2
5.5 TRAFFIC									
Improves Vehicular Level of Service (LOS)/Capacity on 375 corridor	Better=2 Same =1 Worse=0	1	1	0	0	0	0	NA	NA
Improves Vehicular Level of Service (LOS)/Capacity on local roads	Better=2 Same =1 Worse=0	1	1	0	0	0	0	NA	NA
Improves operations of I-375/I-75 interchange	Better=2 Same =1 Worse=0	1	1	1	1	1	1	1	2
Accommodates special event traffic without impacting adjacent neighborhoods	Better=2 Same =1 Worse=0	1	1	0	0	0	0	1	2
Accommodates commercial truck access	Better=2 Same =1 Worse=0	1	1	1	1	1	1	2	2
5.6 TRANSIT ACCESS									
Improves connectivity to existing transit services	High = 2, Med.=1, Low = 0	0	0	1	2	2	2	1	1
5.7 ECONOMIC DEVELOPMENT									
Creates the opportunity for future economic development consistent with city plans	High = 2, Med.=1, Low = 0	0	0	0	1	2	1	1	2
5.8 ENVIRONMENTAL									
Impacts Section 4(f) properties	No Impact = 2, De minimis=1, Direct=0	2	0	2	0	2	0	2	2
Number of impacted residential properties (direct)	Low=2, Med.= 1, High = 0	2	2	2	2	2	2	2	0
Number of impacted business properties (direct)	Low=2, Med.= 1, High = 0	2	2	2	2	2	2	1	0
Potential for indirect impacts to residential properties	Low=2, Med.= 1, High = 0	2	1	1	1	1	1	1	1
Potential for indirect impacts to businesses/community planning	Low=2, Med.= 1, High = 0	2	1	1	0	0	0	1	1
Reduces stormwater runoff into DWS facilities	Low=0, Med.= 1, High = 2	0	1	1	2	2	2	1	2
5.9 IMPLEMENTATION									
Capital Cost (\$)	Low=2, Med.= 1, High = 0	0	0	1	2	2	2	1	0
Operational Cost (\$) - (for transportation infrastructure only)	Low=2, Med.= 1, High = 0	0	0	1	2	2	0	1	2
Ease of Implementation/Constructability	Ease = 2, Neutral =1, Difficult. = 0	2	2	1	0	0	0	1	0
		32	59	72	77	85	75	56	73

Practical Alternatives

Illustrative Interchange Alternative 2

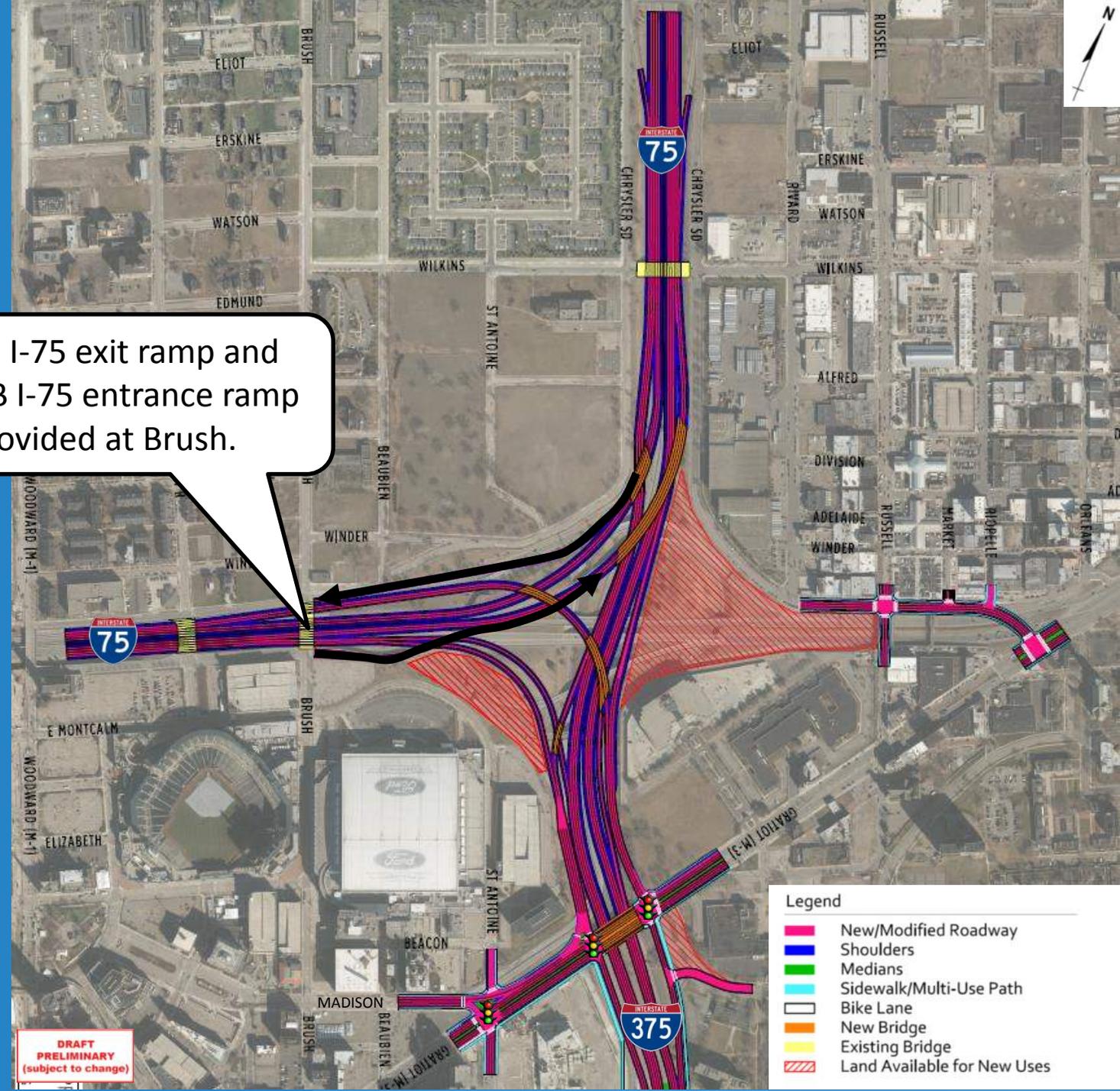


Practical Interchange Alternative

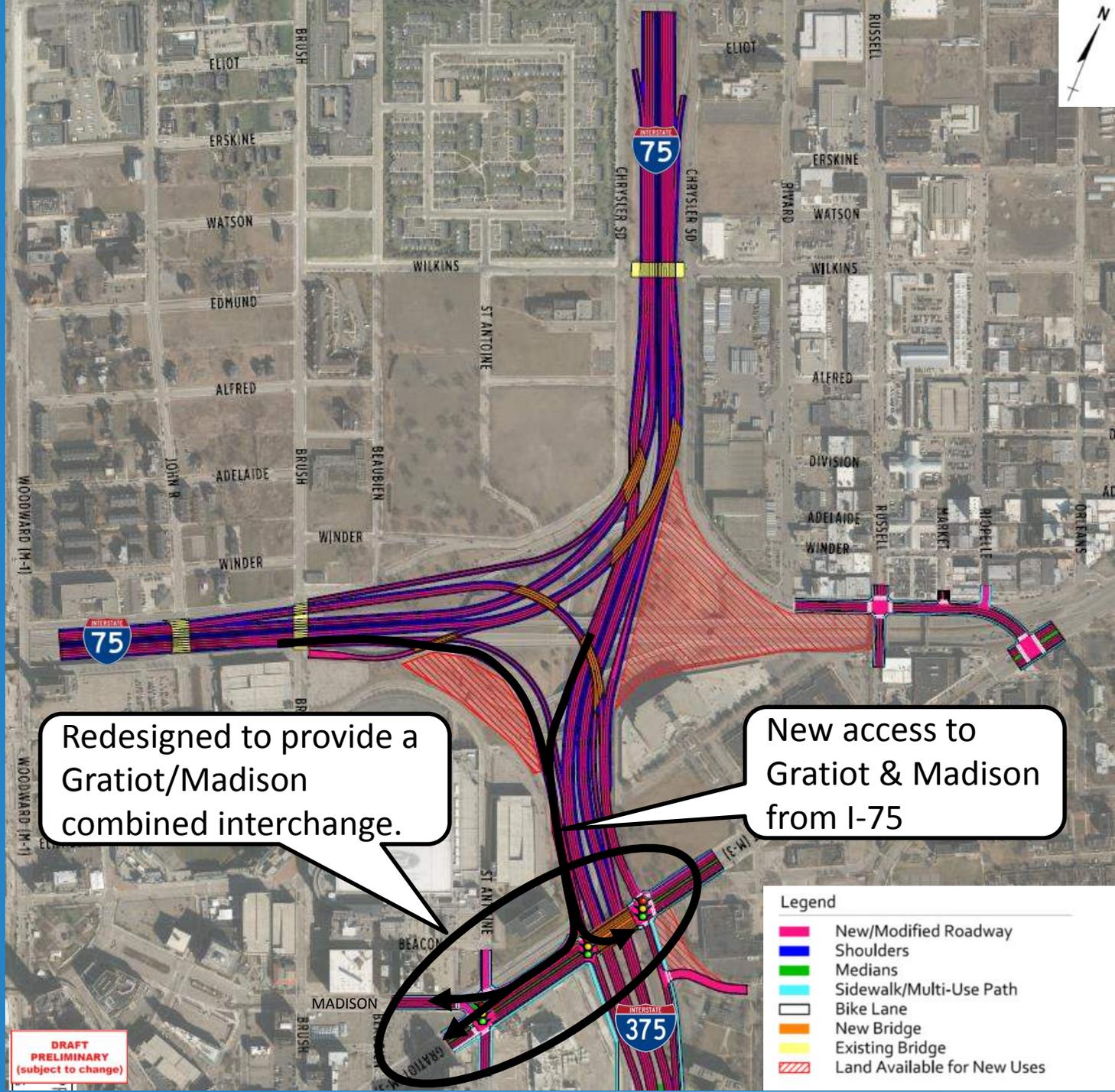


Practical Interchange Alternative

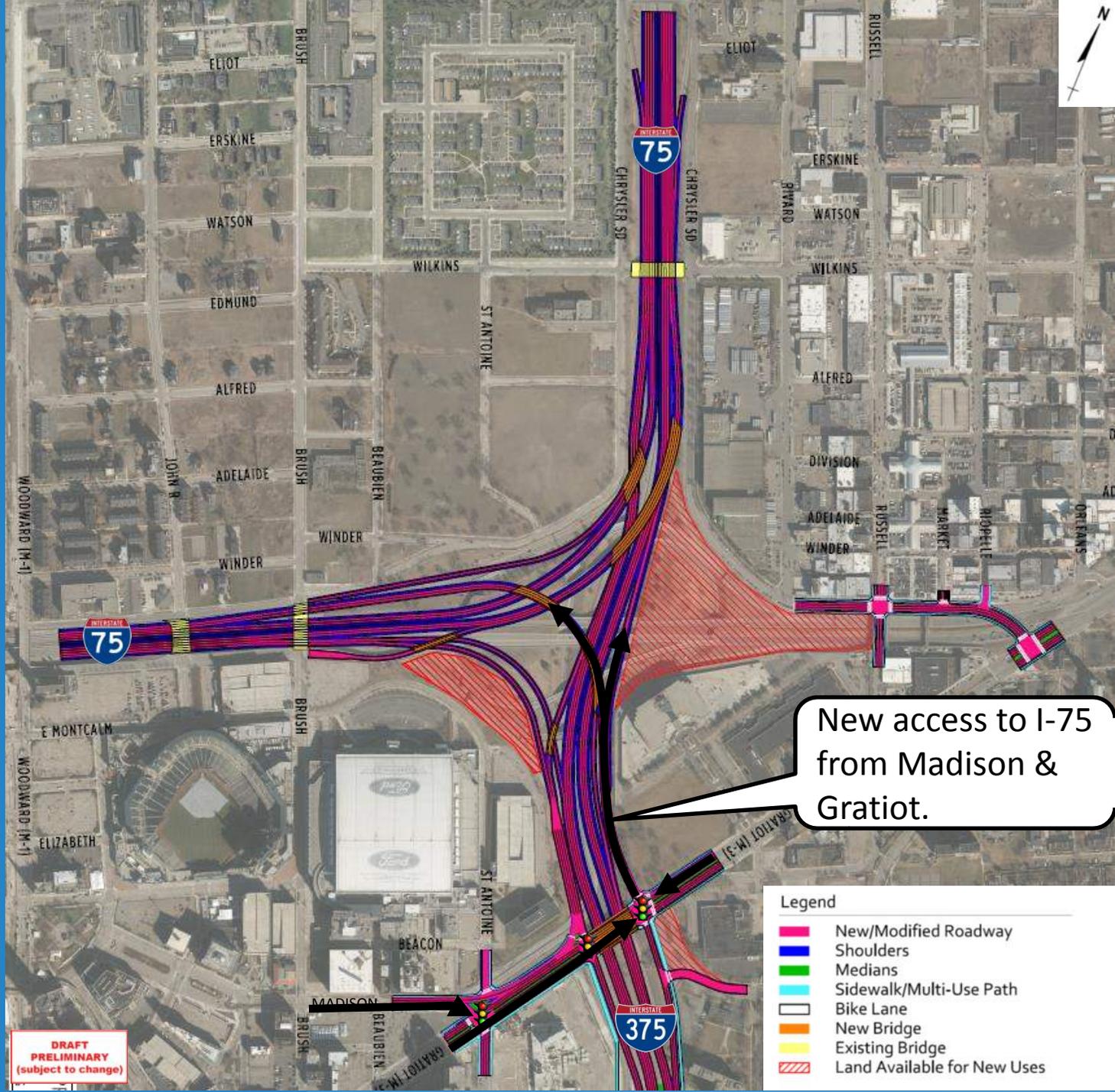
SB I-75 exit ramp and NB I-75 entrance ramp provided at Brush.



Practical Interchange Alternative



Practical Interchange Alternative



EXISTING I-375/I-75 INTERCHANGE



BRUSH

WILKINS

INTERSTATE
75

INTERSTATE
375

PROPOSED I-375/I-75 INTERCHANGE



BRUSH

WILKINS



EXISTING MADISON INTERCHANGE



PROPOSED MADISON/GRATIOT INTERCHANGE



MADISON

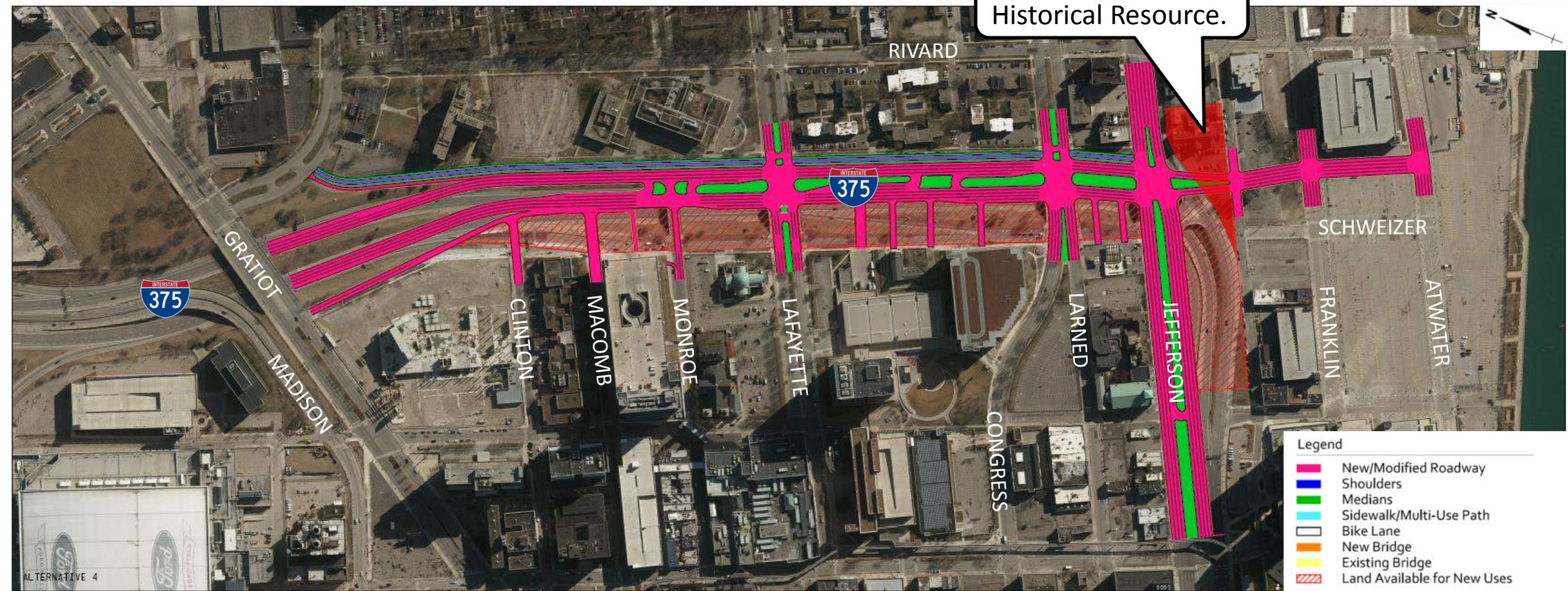
ST. ANTOINE

GRATIOT



Illustrative Alternative 4

Christ Church
Historical Resource.



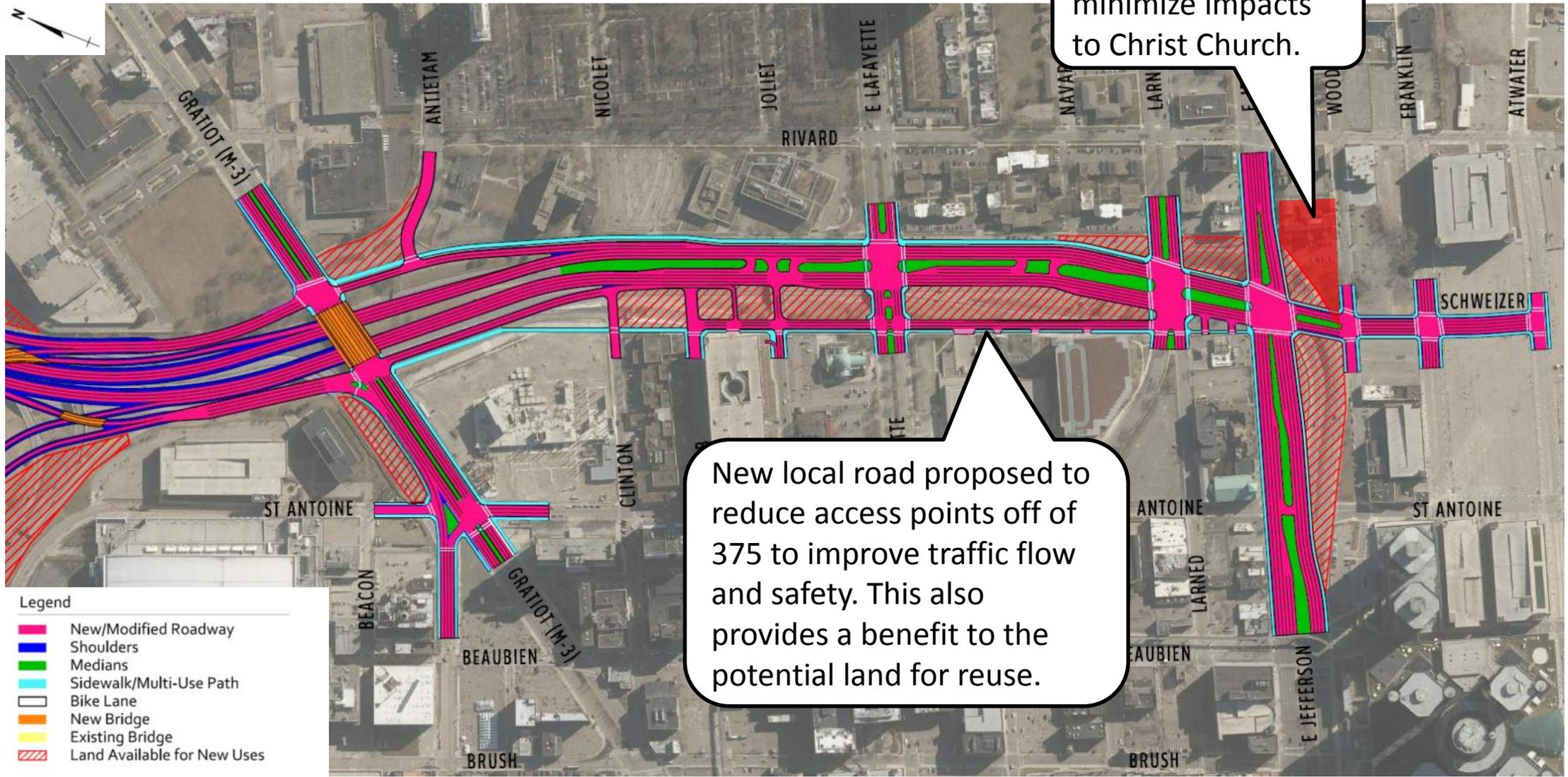
ALTERNATIVE 4

DRAFT
PRELIMINARY
(subject to change)

Practical Alternative 4

375 redesigned to minimize impacts to Christ Church.

New local road proposed to reduce access points off of 375 to improve traffic flow and safety. This also provides a benefit to the potential land for reuse.

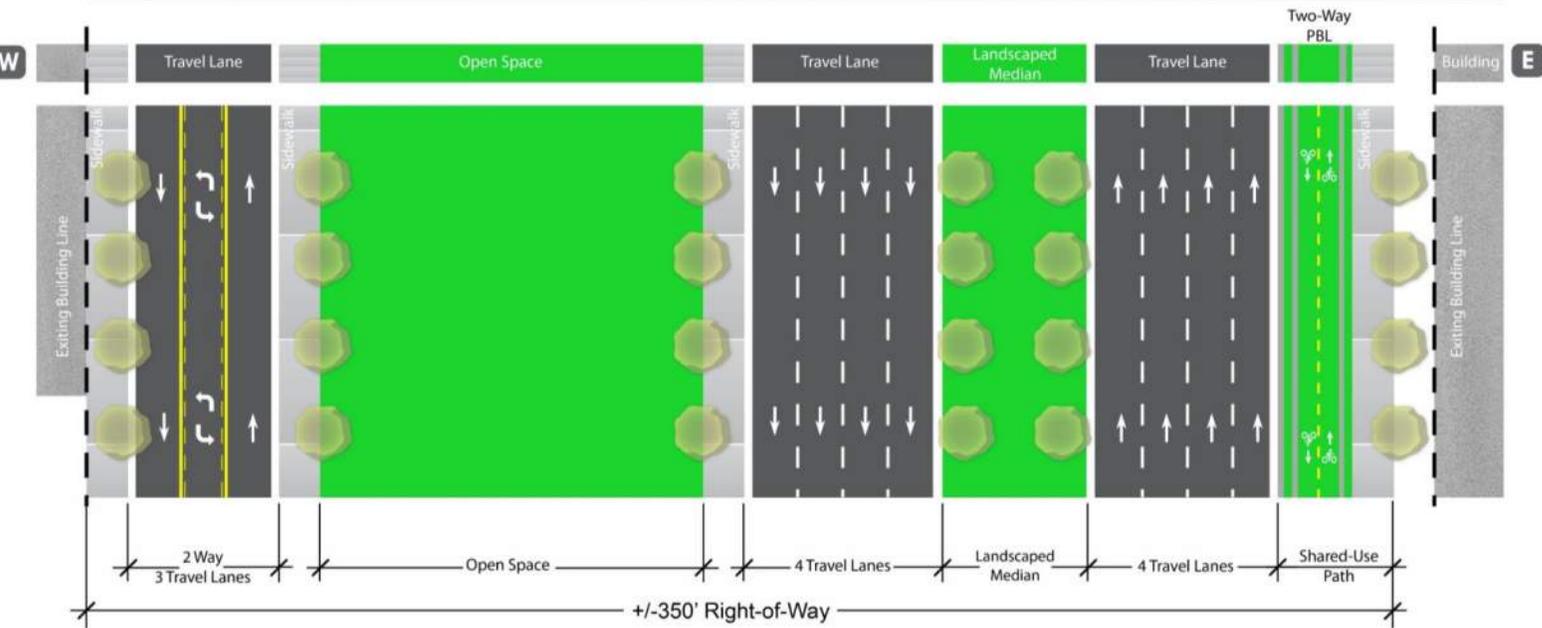


- Legend
- New/Modified Roadway
 - Shoulders
 - Medians
 - Sidewalk/Multi-Use Path
 - Bike Lane
 - New Bridge
 - Existing Bridge
 - Land Available for New Uses



Practical Alternative 4

CROSS SECTION VIEW



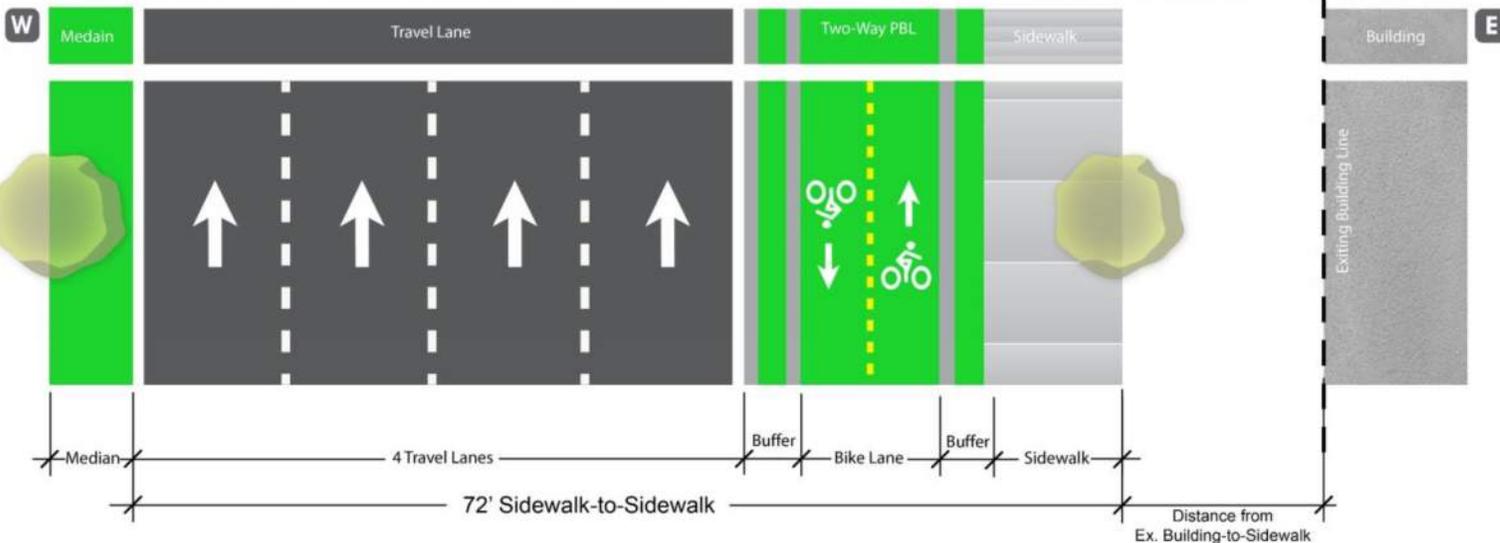
LOOKING NORTH

+/-350' Right-of-Way



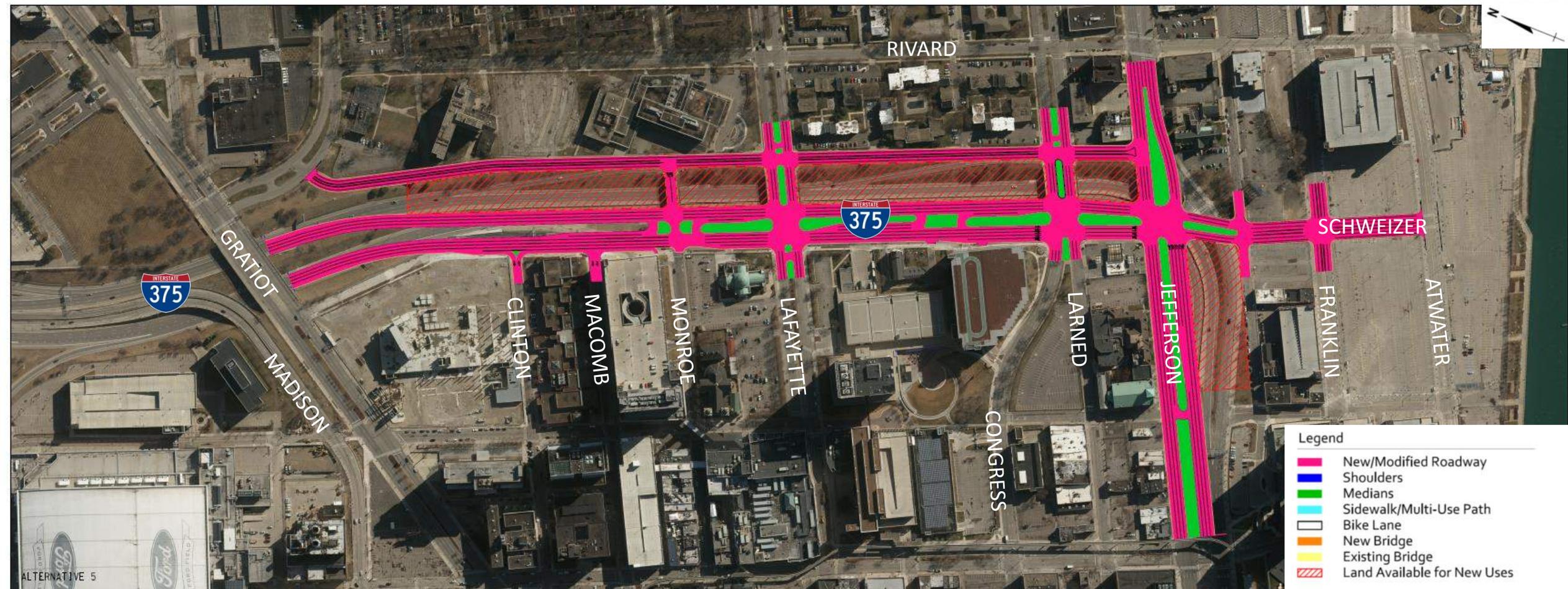
Practical Alternative 4

CROSS SECTION VIEW

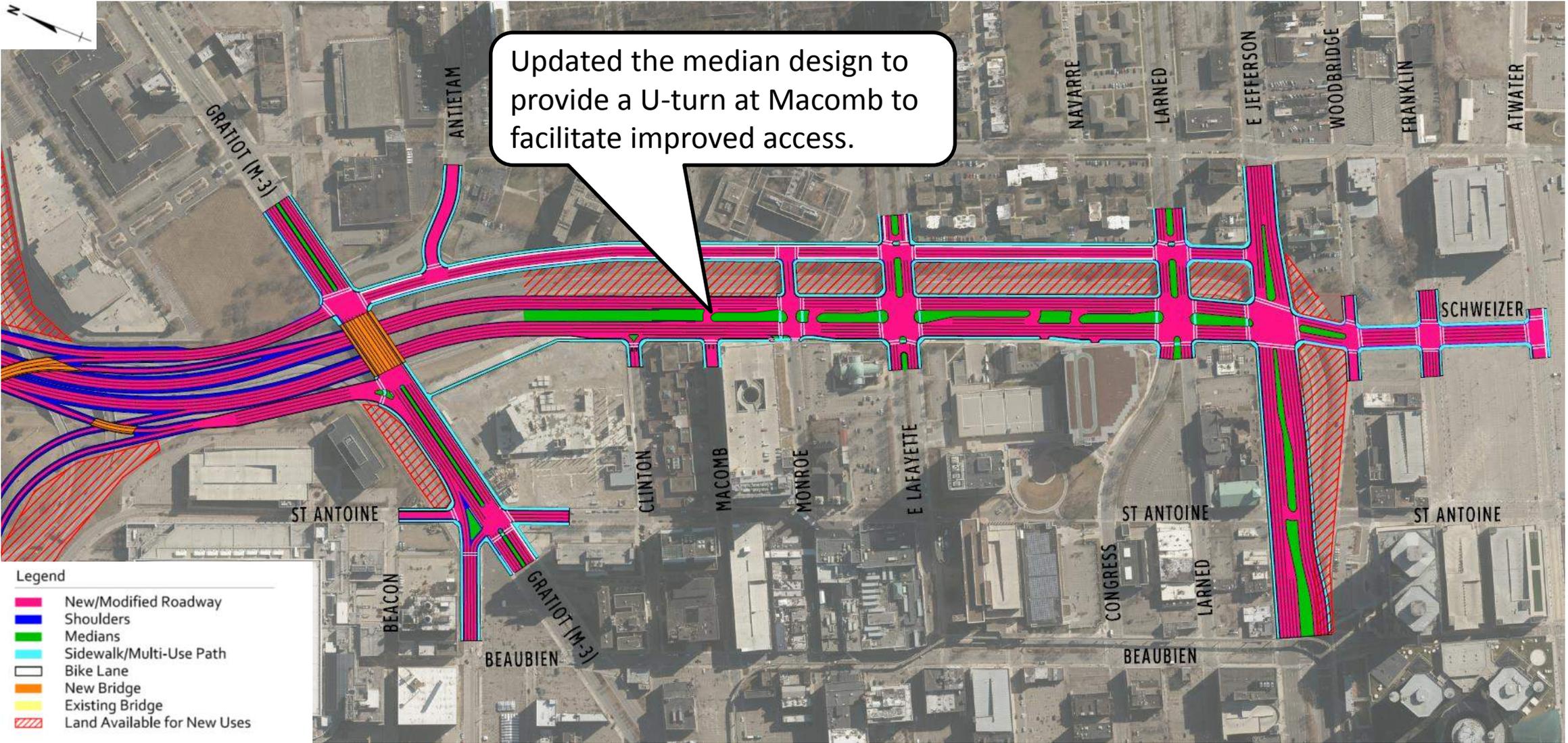


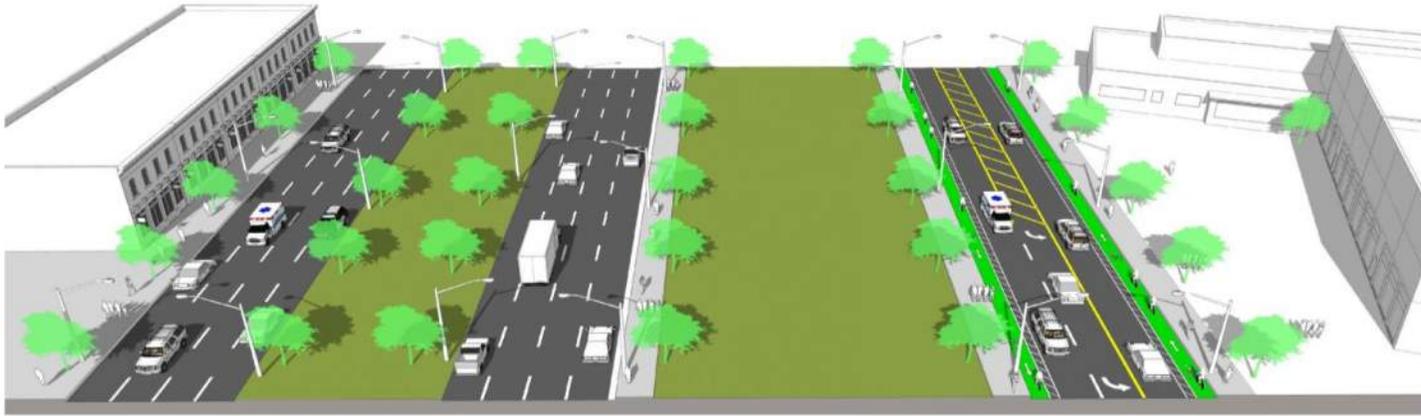
LOOKING NORTH

Illustrative Alternative 5



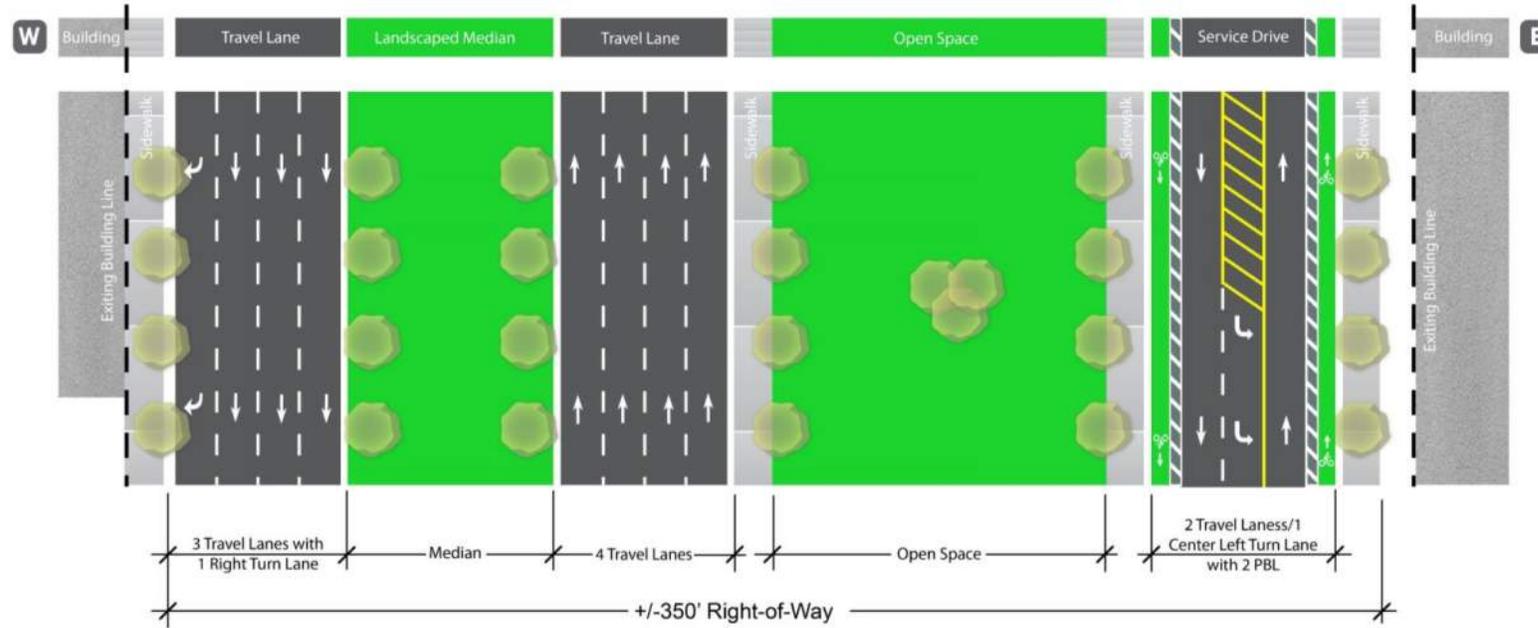
Practical Alternative 5





Practical Alternative 5

CROSS SECTION VIEW

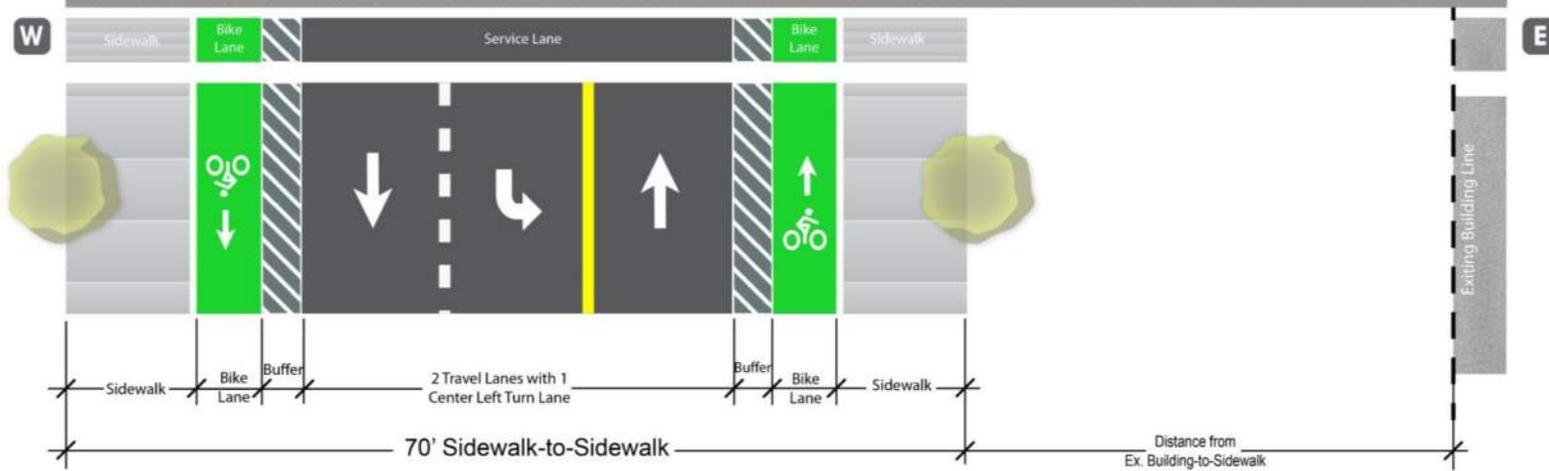


LOOKING NORTH



Practical Alternative 5

CROSS SECTION VIEW



LOOKING NORTH

EXISTING I-375 CORRIDOR (FREEWAY)



RIVARD

LAFAYETTE

MONROE

CLINTON

375

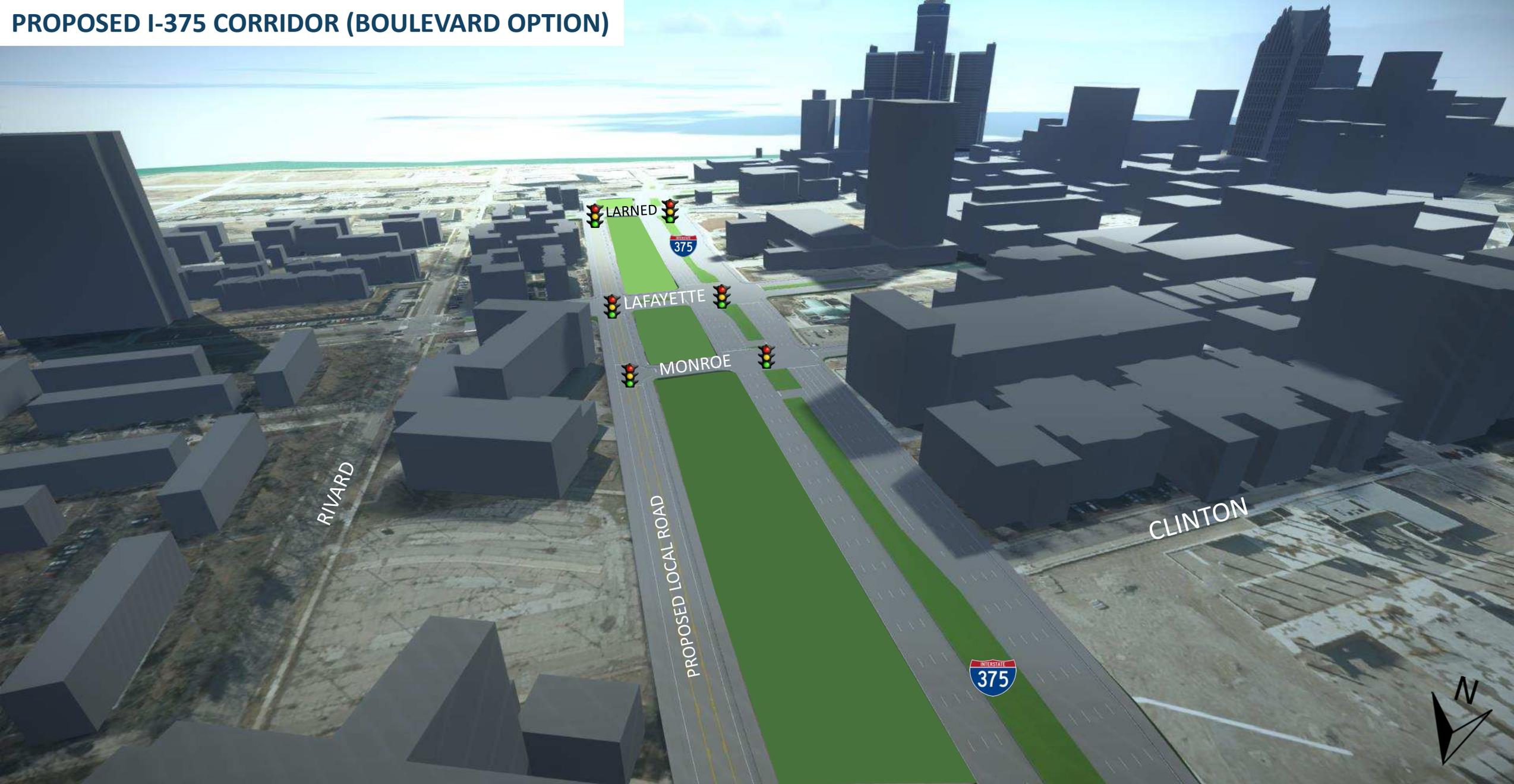
INTERSTATE
375

Google earth

Image NOAA
Image Landsat / Copernicus
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PROPOSED I-375 CORRIDOR (BOULEVARD OPTION)



LARNED

LAFAYETTE

MONROE

PROPOSED LOCAL ROAD

RIVARD

CLINTON

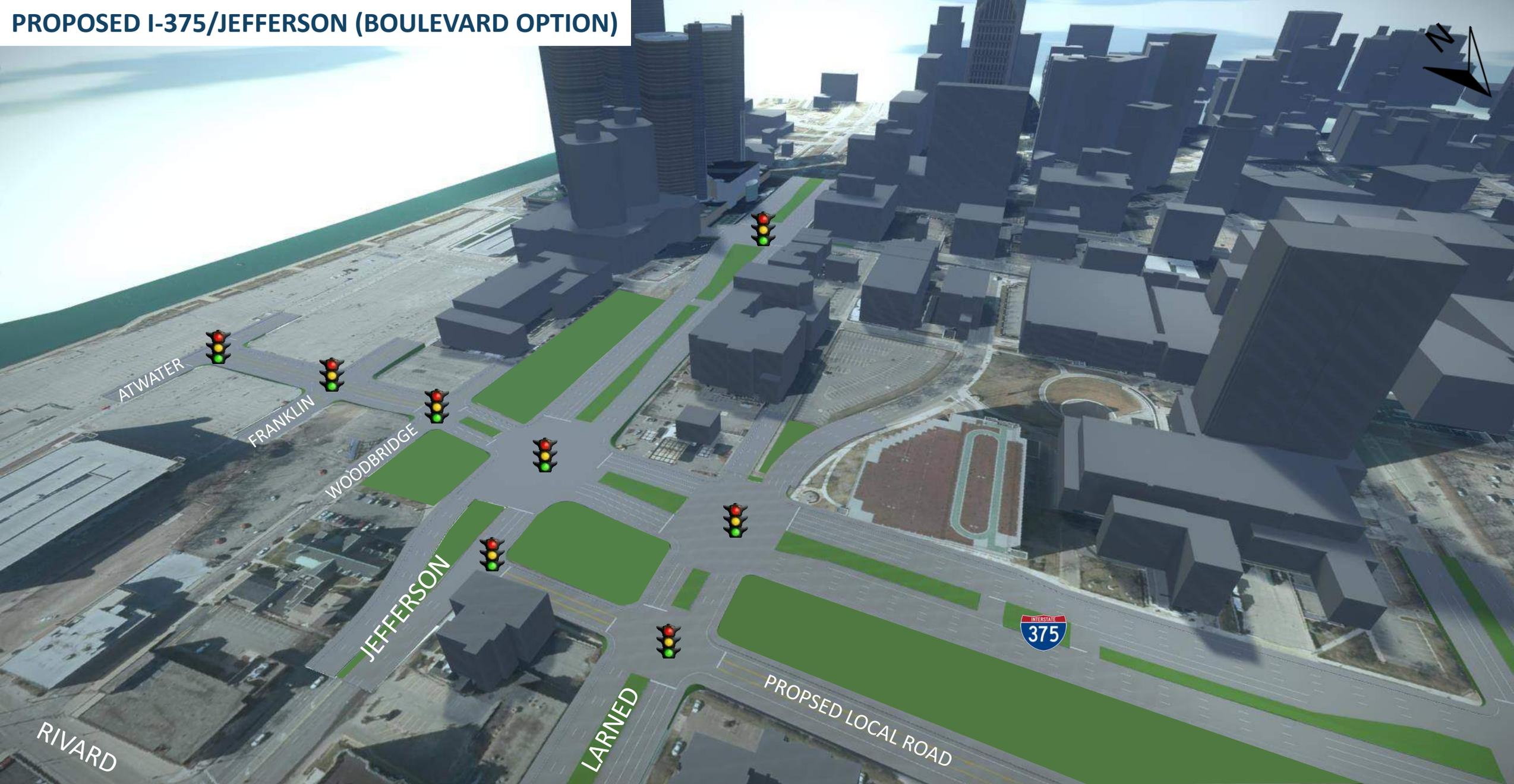
INTERSTATE
375



EXISTING I-375/JEFFERSON (FREEWAY)



PROPOSED I-375/JEFFERSON (BOULEVARD OPTION)



ATWATER

FRANKLIN

WOODBIDGE

JEFFERSON

LARNED

PROPOSED LOCAL ROAD

INTERSTATE
375

RIVARD

Traffic Operations

Travel Time Comparisons

Travel Time Segments



Segment Name	Distance (miles)			AM Travel Time (minutes)		
	FNB	Bldv	Diff.	FNB	Bldv	Diff.
I-375 NB	1.96	1.94	-0.02	3.1	5.2	2.1
I-375 SB	1.95	1.91	-0.04	5.2	7.5	2.4
Outbound I-375 NB to I-75 WB	2.57	2.32	-0.25	4.1	5.8	1.7
Inbound I-75 EB to I-375 SB	2.16	2.21	0.04	12.3	11.1	-1.2
Outbound I-375 NB to Gratiot EB	1.82	1.66	-0.16	4.1	6.2	2.2
Inbound Gratiot WB to I-375 SB*	1.98			5.8		
Inbound Gratiot WB	0.70	0.69	0.00	3.2	5.5	2.2
Outbound Gratiot EB	0.70	0.69	-0.01	2.4	2.4	0.0
Outbound Greektown to I-375 NB	1.19	1.16	-0.03	1.0	2.1	1.0
Inbound Greektown to I-375 SB	1.11	1.10	-0.01	0.9	1.9	1.0

Segment Name	Distance (miles)			PM Travel Time (minutes)		
	FNB	Bldv	Diff.	FNB	Bldv	Diff.
I-375 NB	1.96	1.945	-0.02	4.8	7.8	3.1
I-375 SB	1.95	1.912	-0.04	6.4	5.7	-0.7
Outbound I-375 NB to I-75 WB	2.57	2.324	-0.25	5.5	8.3	2.8
Inbound I-75 EB to I-375 SB	2.16	2.206	0.04	12.1	6.3	-5.8
Outbound I-375 NB to Gratiot EB	1.82	1.655	-0.16	3.6	9.6	6.0
Inbound Gratiot WB to I-375 SB*	1.98			5.6		
Inbound Gratiot WB	0.70	0.69	0.00	3.0	3.0	0.0
Outbound Gratiot EB	0.70	0.692	-0.01	2.5	2.4	-0.1
Outbound Greektown to I-375 NB	1.19	1.16	-0.03	1.0	1.8	0.8
Inbound Greektown to I-375 SB	1.11	1.105	-0.01	0.5	1.5	1.0

*Note: Since the Gratiot Connector is removed in the boulevard option, users seek a new route to go from WB Gratiot to the downtown area. Some continue on Gratiot while others take the service drive and boulevard.