

I-375 IMPROVEMENT PROJECT MEETING SUMMARY

SUBJECT	I-375 Improvement Project Advisory Committee Meetings
MEETING SITE	Crain's Communications, Brewery Park 1155 Gratiot Ave. Detroit, MI 48207
DATE/TIME	September 17, 2019 Government Advisory Committee, 2:00PM – 4:00PM (EST) Local Advisory Committee, 5:30PM – 7:00PM (EST)

The seventh set of advisory committee meetings for the I-375 Improvement Project were held on September 17, 2019 at the Crain's Communications Office in Brewery Park. In attendance at the meetings were representatives from the community, churches, businesses, and government. The Government Advisory Committee (GAC) was attended by seven and the Local Advisory Committee (LAC) was attended by 17.

MDOT, the City of Detroit, and the project team were in attendance to present the agenda and project updates. At this set of advisory committee meetings, the agenda touched on coordination with stakeholders, refinement of alternatives, and traffic. At this meeting the project team presented the four practical alternatives, 5A Direct Left, 5A Indirect Left, 5B Direct Left, and 5B Indirect Left.

Since the December 2018 GAC/LAC meetings, the project team has been coordinating with the City of Detroit and other stakeholders to make refinements to the Practical Alternatives. The team shared refinements to the Practical Alternative, including the new interchange design 5B. It was shared that the 5B alternative is still being analyzed but preliminary highlights include greater local connectivity, slightly longer travel time to access the boulevard, some additional traffic re-routing to Brush and Woodward during peak hours, more land available for redevelopment, and lower cost for construction and maintenance.

At the GAC meeting, discussion covered the northbound I-75 to eastbound Gratiot Avenue connection, non-motorized connections to Eastern Market, and the new termini of Madison Avenue. The LAC meeting discussed the Montcalm Street extension and how it could be utilized for non-motorized movements. The attendees at the meeting demonstrated a general consensus in favor of option 5B, specifically how it will improve connectivity.

The next agenda item discussed indirect (Michigan left) versus direct lefts, including traffic and non-motorized impacts of both options. The layout of the Boulevard with both direct and indirect lefts was shared, followed by some slides on the safety and operational analysis between them. The GAC members discussed the refuge island width, landscaping, pedestrian crossing times, leading pedestrian intervals, and concerns that motorists will not like traveling further to make an indirect left-turn and the additional travel time on the Boulevard. The LAC meeting discussed parking impacts, non-motorized and motorized connectivity, and travel time along the Boulevard.

There were concerns about non-motorized and motorized connections across Monroe Street that exist with the direct left-turn and not with the indirect left-turn. Currently, there are bicyclists that go down Monroe Street and want to access Lafayette Street easily and a non-motorized connection would facilitate that movement. The direct left-turn option provides a better non-motorized connection. There was also

a question asked about adding “No Turn on Red” signs for the side streets that approach the Boulevard due to the proposed cycle track. They indicated that the signs could improve safety for cyclists utilizing the cycle track along the Boulevard.

There was also concern about vehicular access into and out of the Greektown area with the indirect left-turn option. There was also another concern raised about vehicles exiting the BCBS garage, especially during the evening peak period. The garage has approximately 1,800 spaces and there would be a lot of additional vehicles looping the block with the indirect left-turn option. These additional vehicles would end up utilizing the city grid network with the indirect left-turn option instead of just utilizing the Boulevard with the direct left-turn option. Holy Family Church also raised the same concern since their members also utilize the parking garage.

The last portion of the meeting addressed any remaining questions or comments over the Practical Alternatives presented and invited attendees to share items of interest from their respective organizations. Attendees expressed interest in the amount of developable land and its future use, construction phasing concerns, especially tied to I-94, and the importance of better visualizations of the project through 3D animation. Members shared that the Eastern Market Study will be released soon, the City of Detroit transportation master plan is underway, SEMCOG has a multi-modal toolkit kicking off soon and that the Greektown Neighborhood Partnership is releasing their new framework for the neighborhood.

The meeting concluded with a schedule update that includes a new round of one-on-one stakeholder meetings.



I-375 Improvement Project

LOCAL ADVISORY COMMITTEE and GOVERNMENT ADVISORY COMMITTEE MEETING

SEPTEMBER 17, 2019

Agenda

- **Welcome**
- **Introductions of Advisory Committee Members**
- **Project Updates**
 - Project Background and Purpose and Need
 - Interchange Practical Alternatives
 - Boulevard Practical Alternatives
 - Schedule Update
 - Next Steps
- **Local Items for Sharing**
- **Next Meeting**

Study Area



-  North arrow
-  I-375 Study Corridor
-  I-375 Engagement Area

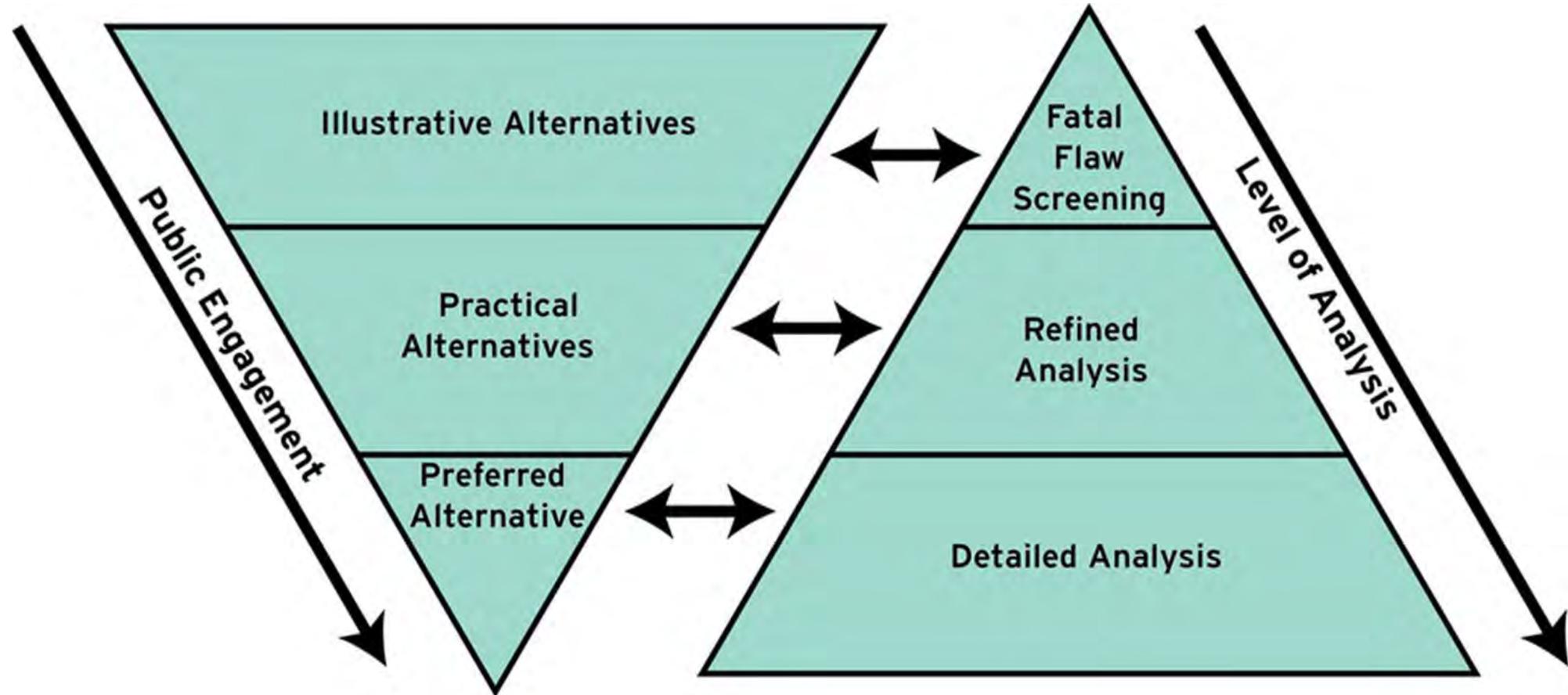
Project Purpose

Action Element(s)
Address	Address infrastructure condition
Address	Address obsolete interchange design and deteriorated bridges and roadway
Address	Address existing and future transportation needs and roadway safety for all users
Improve	Improve vehicular and non-motorized connectivity to surrounding area and existing and planned transit services (which may result in improved community health)
Address	Enhance access to enable future development and other place-making opportunities

Project Need

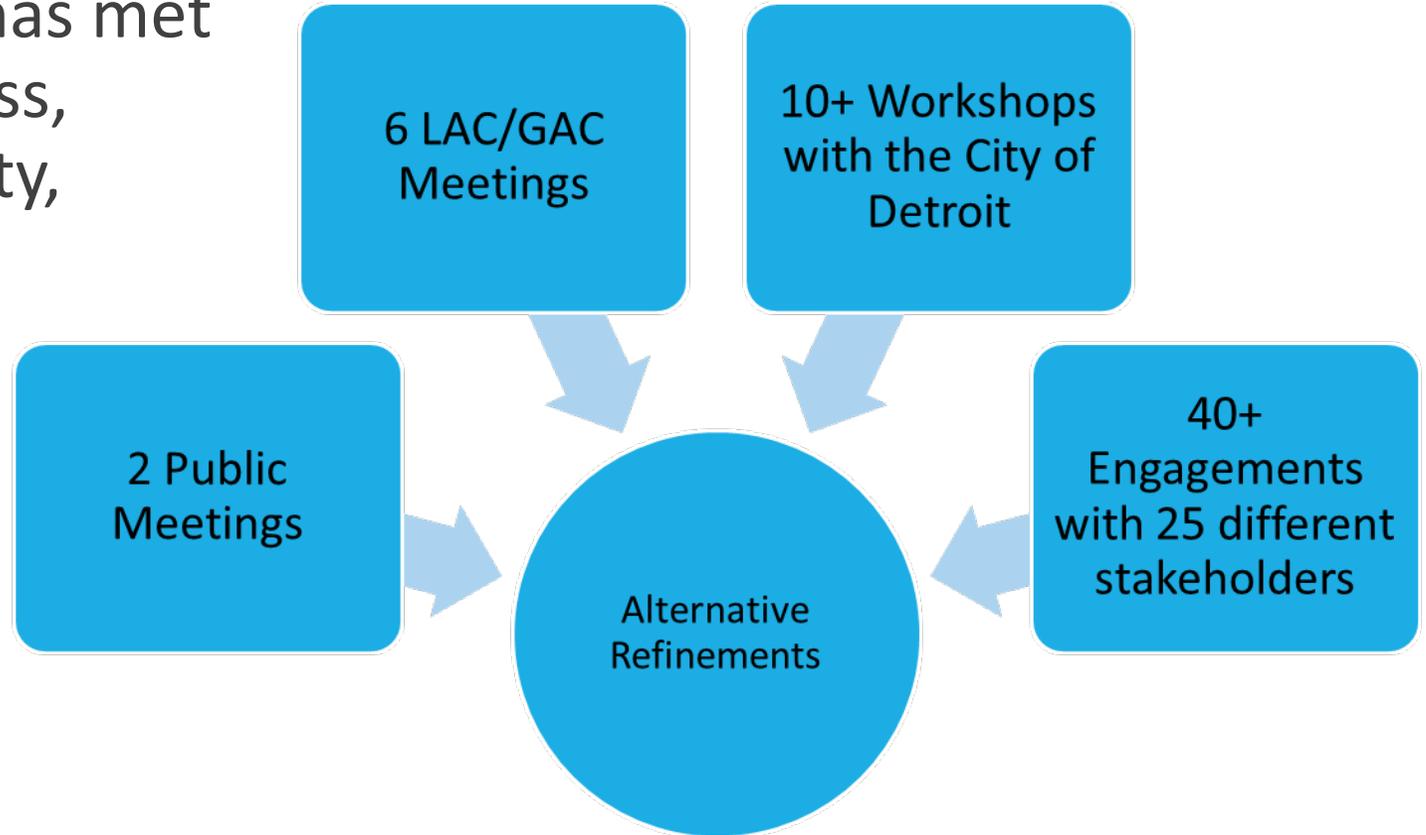
Condition Element(s)
Deteriorating	Deteriorating bridge and pavement conditions
Outdated	Outdated geometric conditions, such as ramp widths and curvature, which result in elevated crash rates and congestion
Lacking Connections	Lacking vehicle and pedestrian connections to the East Riverfront
Connectivity	Poor connectivity and confusing access to down-town destinations through I-75/I-375 and Gratiot Avenue Connector
Congestion	Congestion and safety issues along Jefferson Avenue Corridor due to high volumes and inefficient left turning movements
Poor Environment	Poor environment for transit and non-motorized travel

National Environmental Policy Act (NEPA)



Coordination with Stakeholders

Since 2016, the team has met with numerous business, educational, community, faith-based, and civic stakeholders.



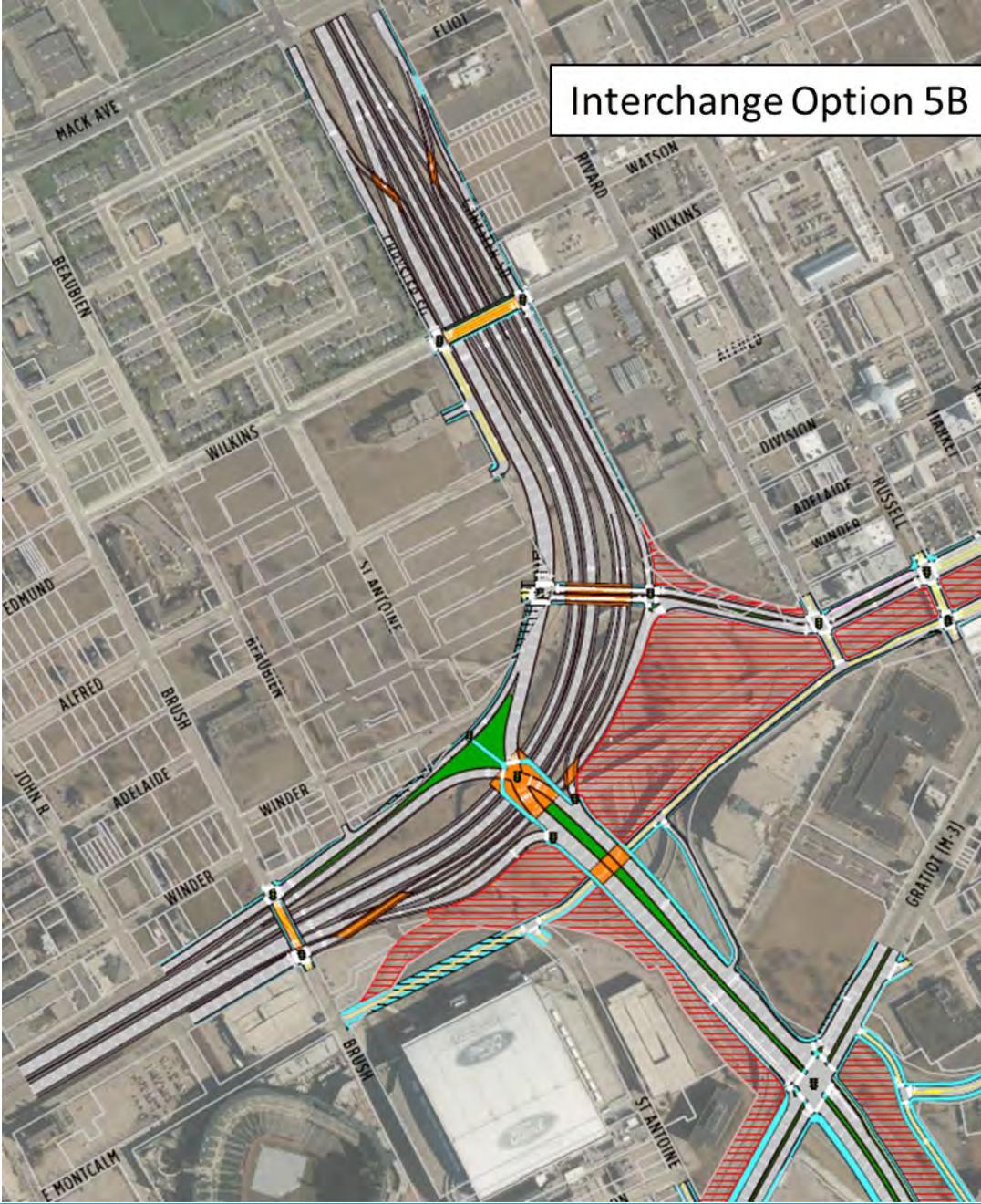
Since last we met...



Interchange Options 5A and 5B



Interchange Option 5A



Interchange Option 5B

I-75/I-375 Interchange Option 5A

EXISTING I-375/I-75 INTERCHANGE



Existing southbound I-75.

Gratiot Connector

Existing northbound I-75.

Google Earth

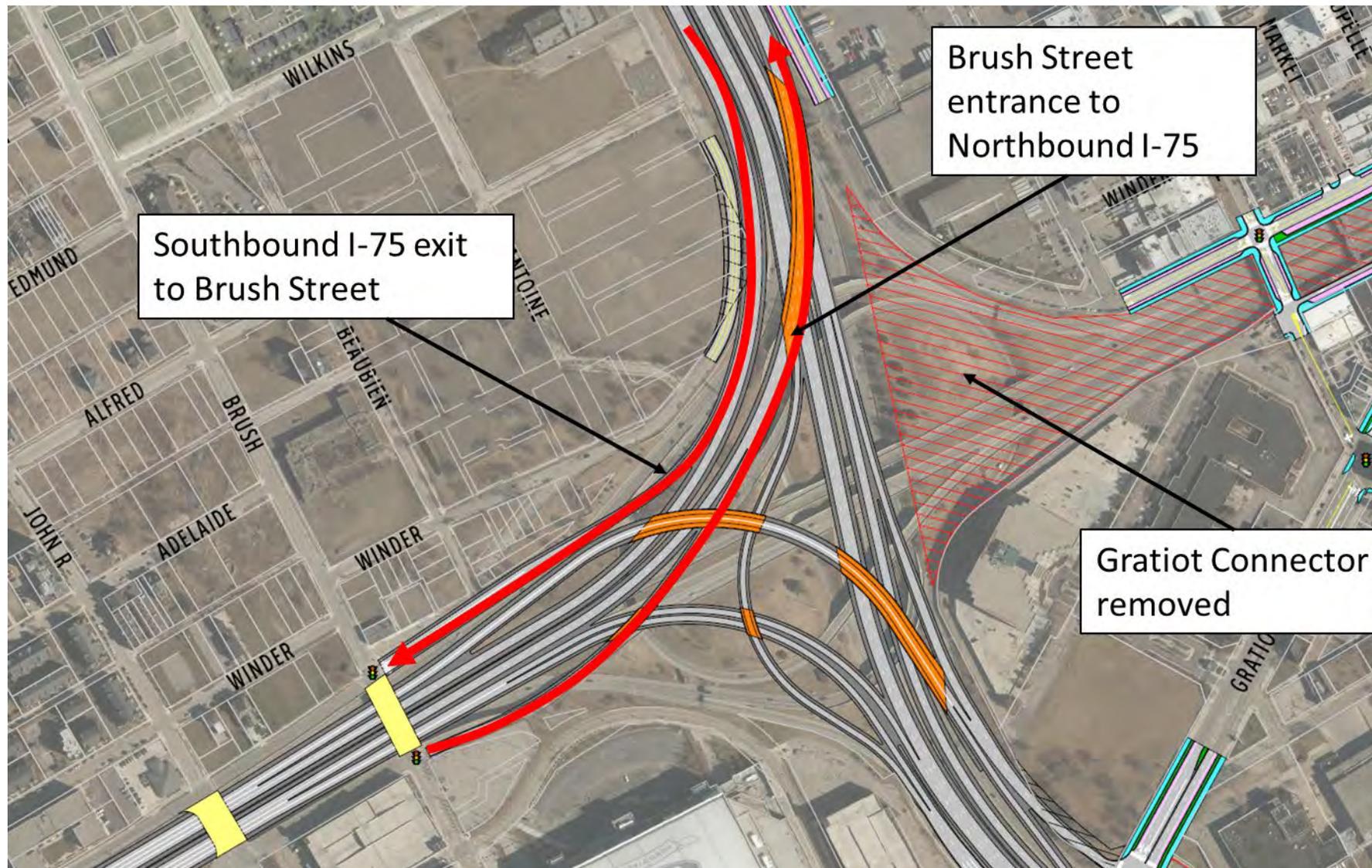
PROPOSED I-375/I-75 INTERCHANGE



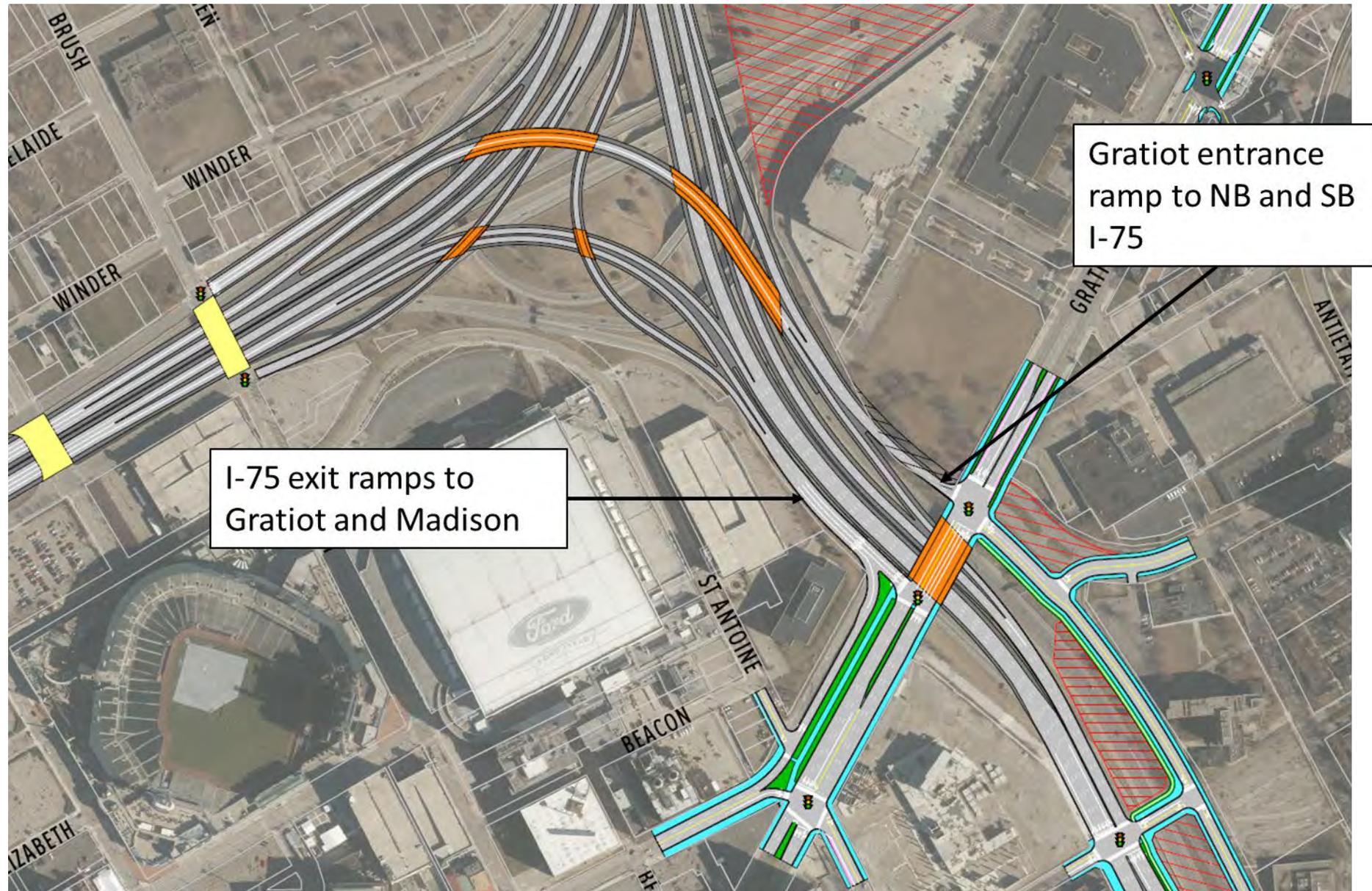
Redesign I-75 to be the through-traffic movement.

Gratiot Connector removed.

Ramps to and from Brush Street



Ramps to and from Gratiot Avenue

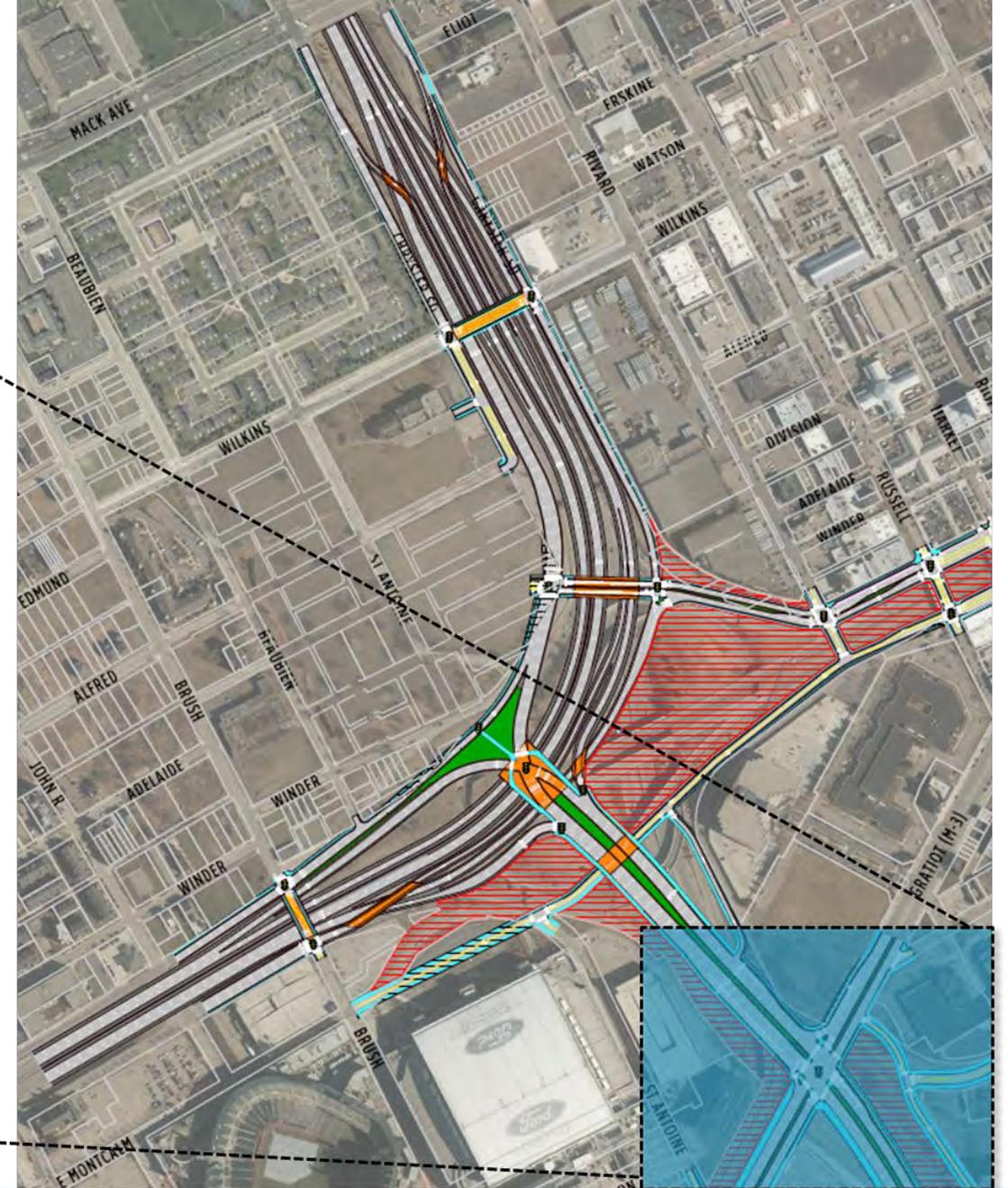
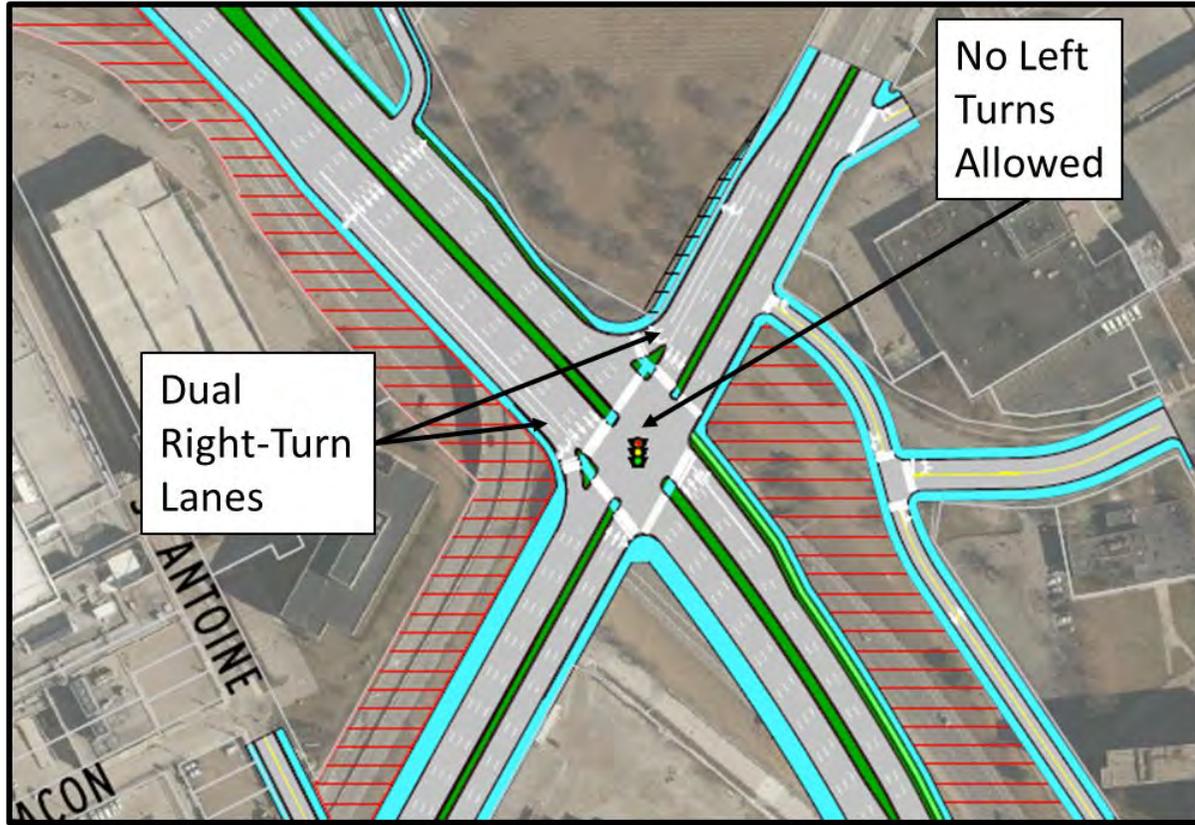


Gratiot entrance ramp to NB and SB I-75

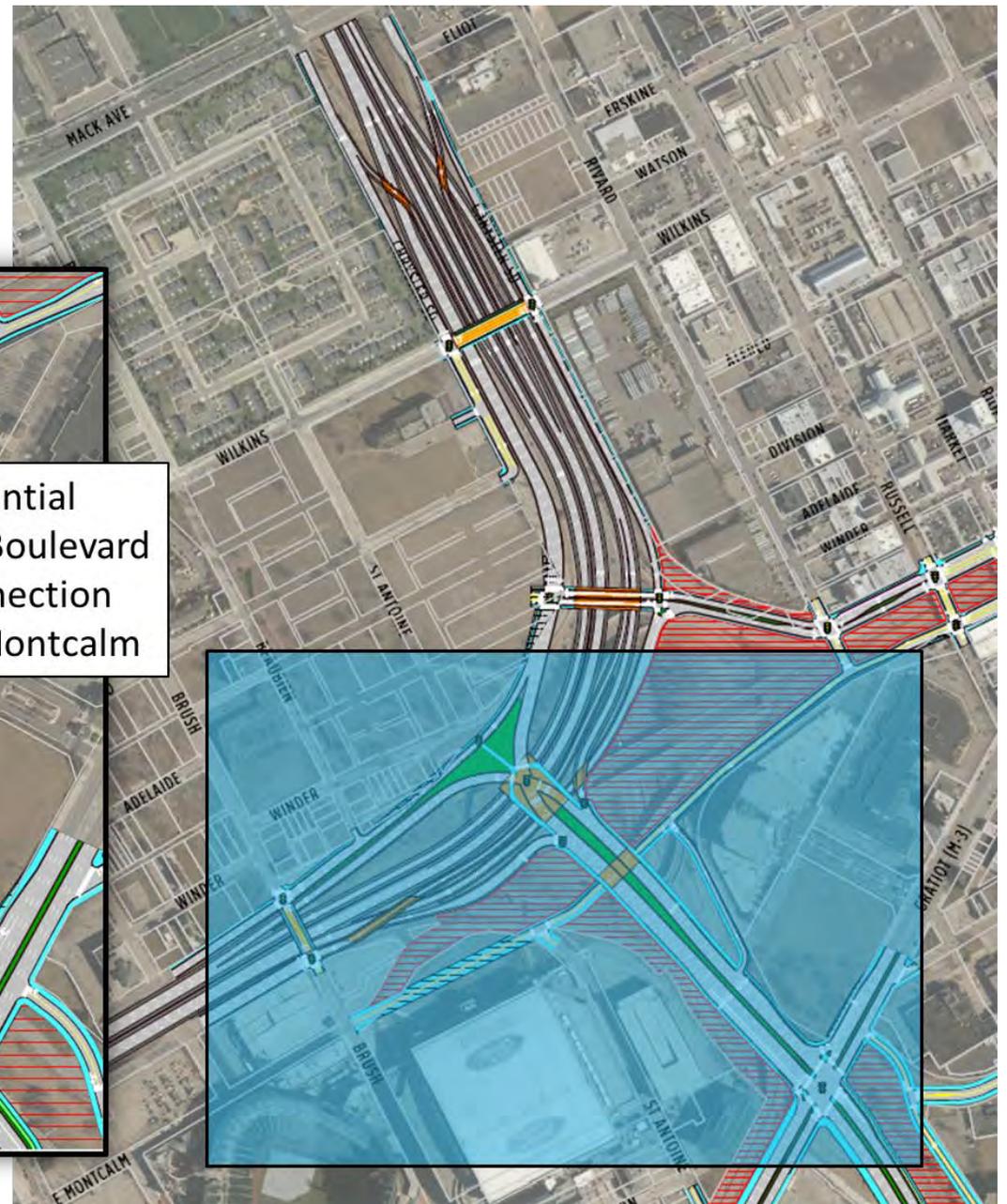
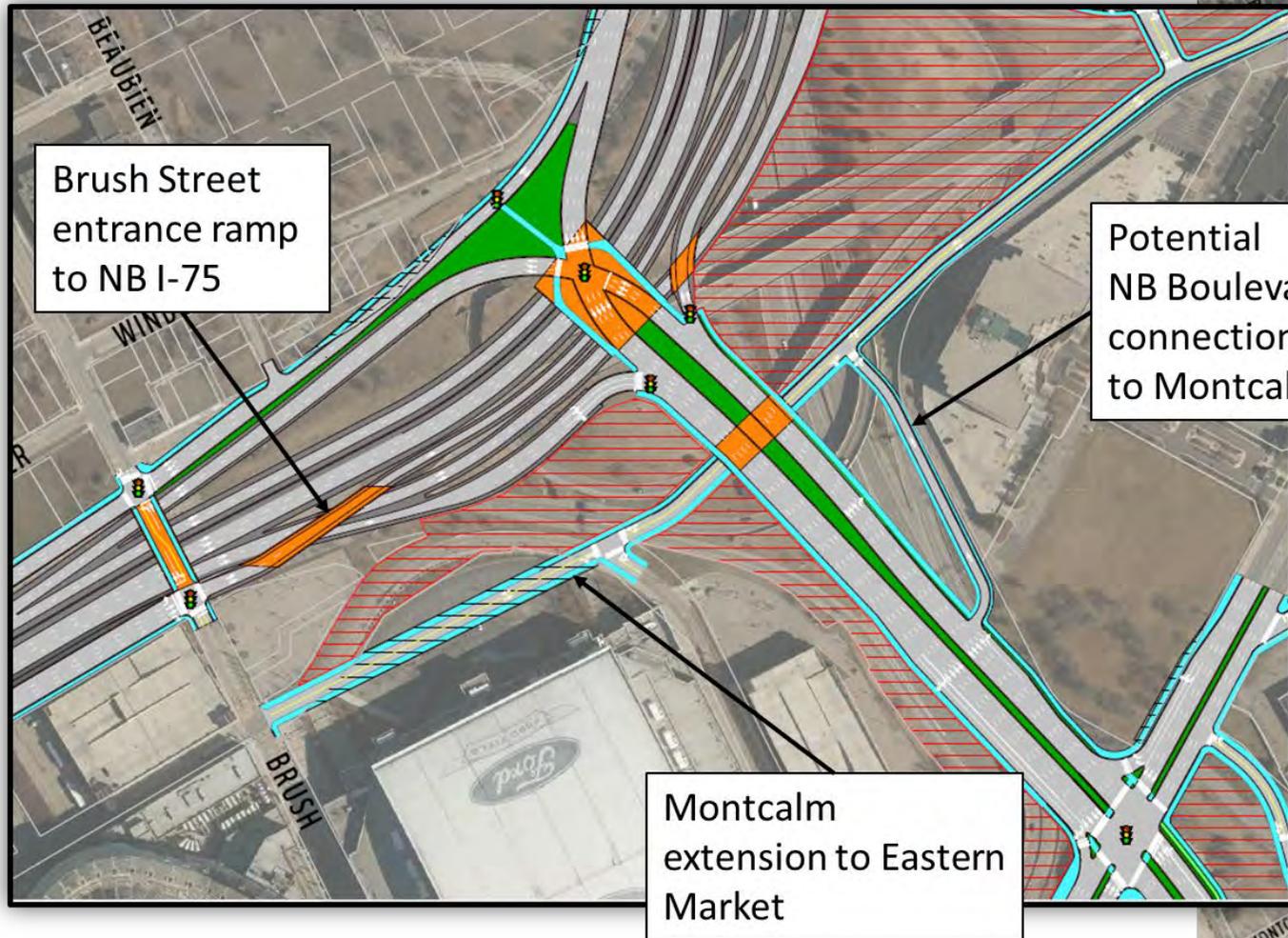
I-75 exit ramps to Gratiot and Madison

I-75/I-375 Interchange Option 5B

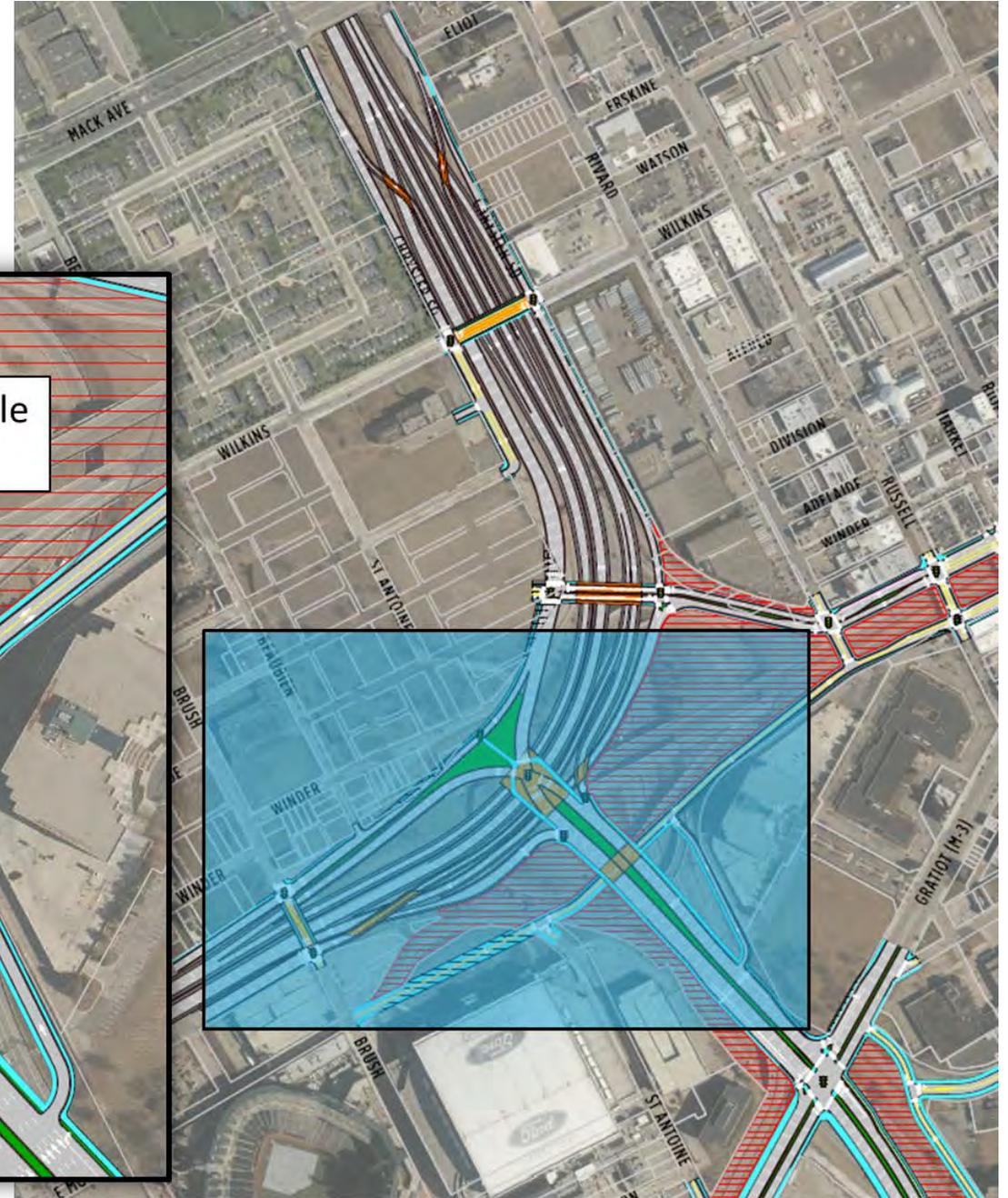
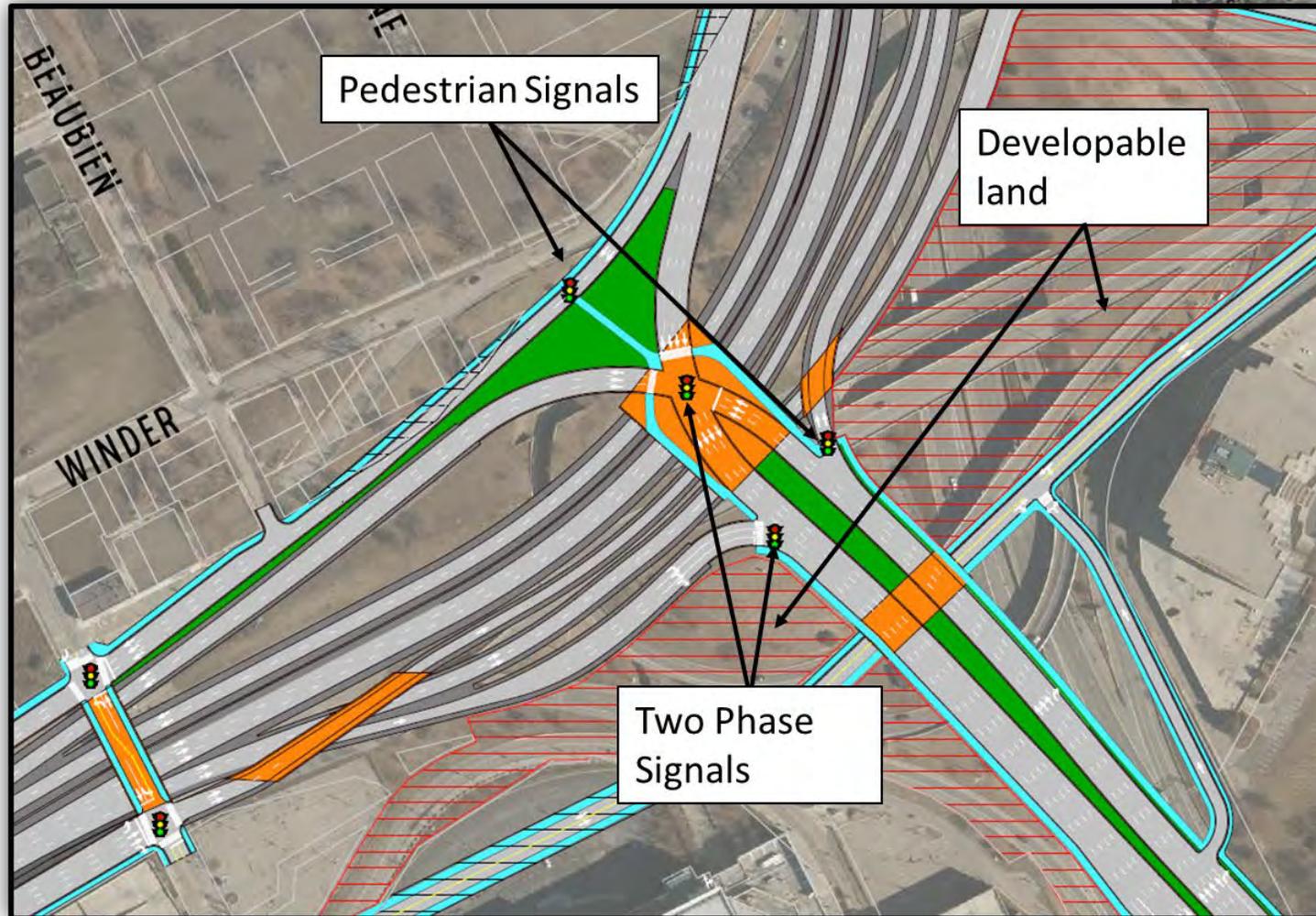
Gratiot Avenue and Boulevard



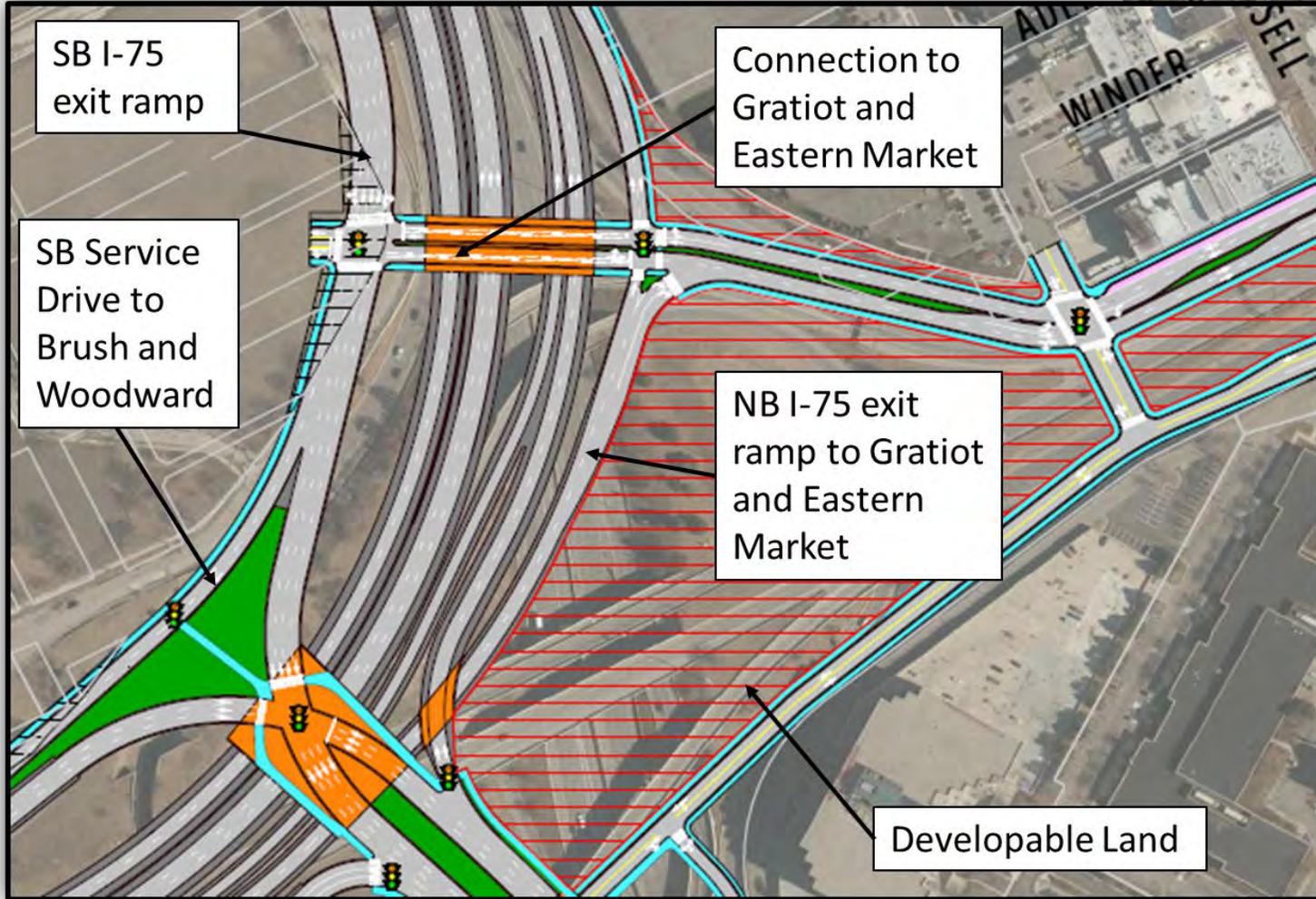
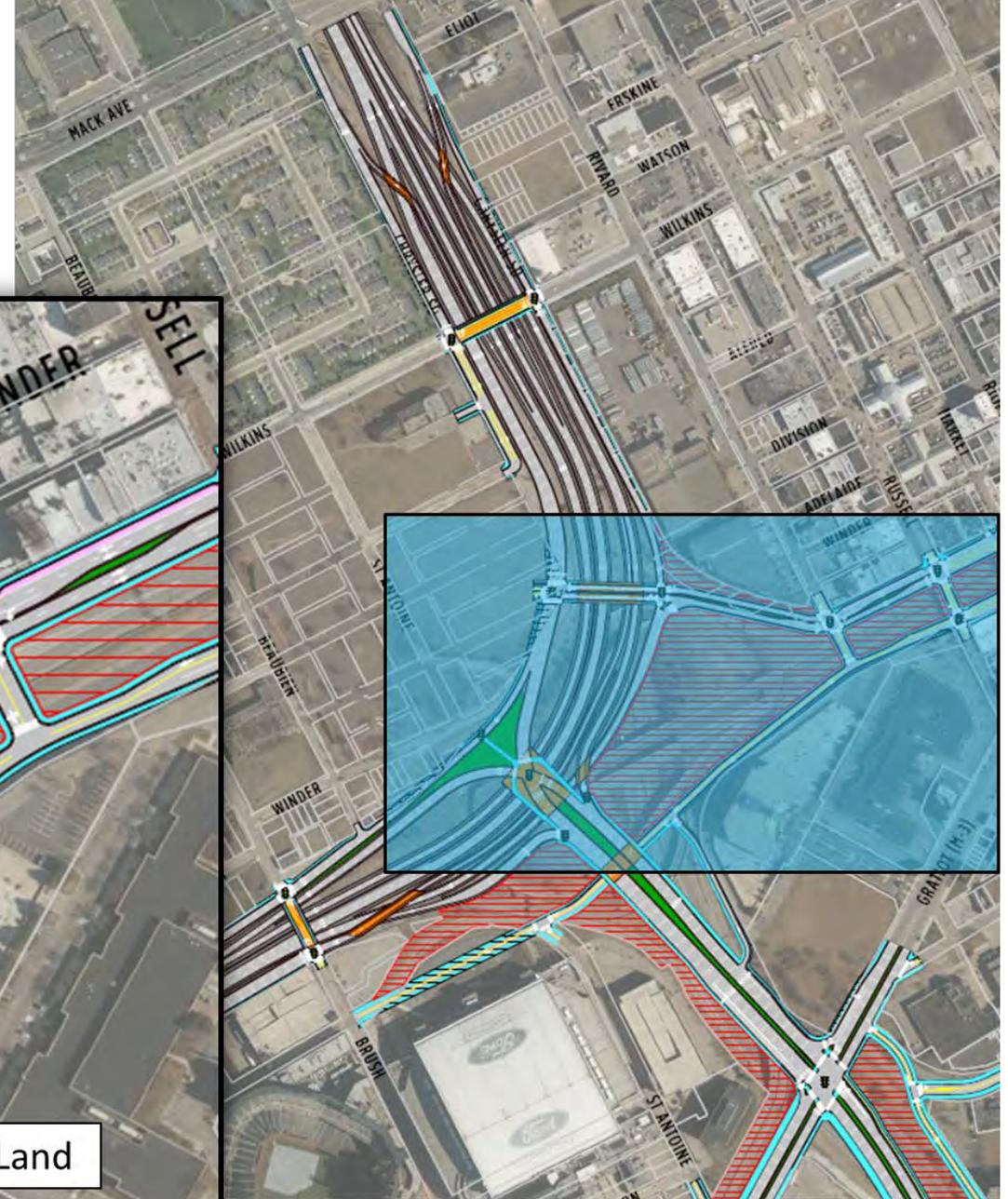
Brush Street and Montcalm Extension



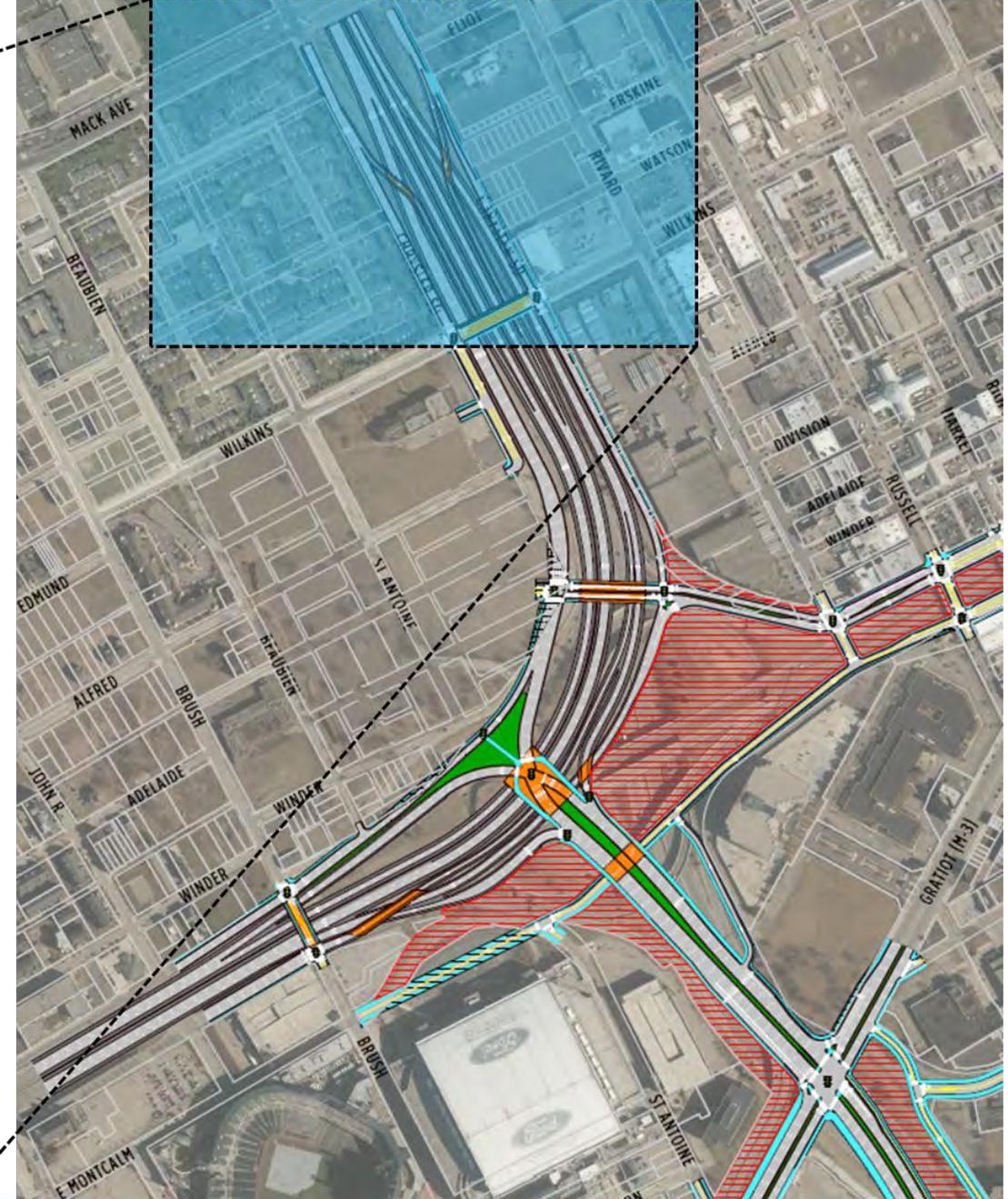
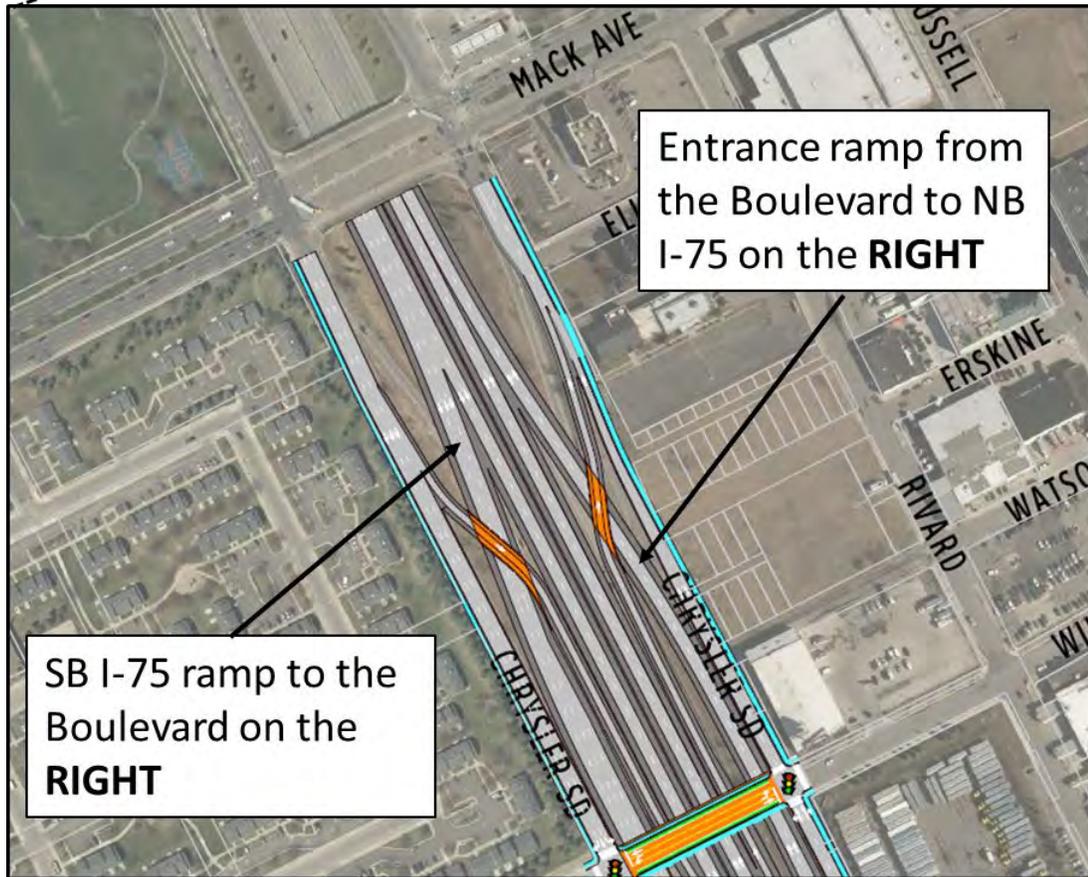
Boulevard and Service Drive



Eastern Market / Gratiot Connection

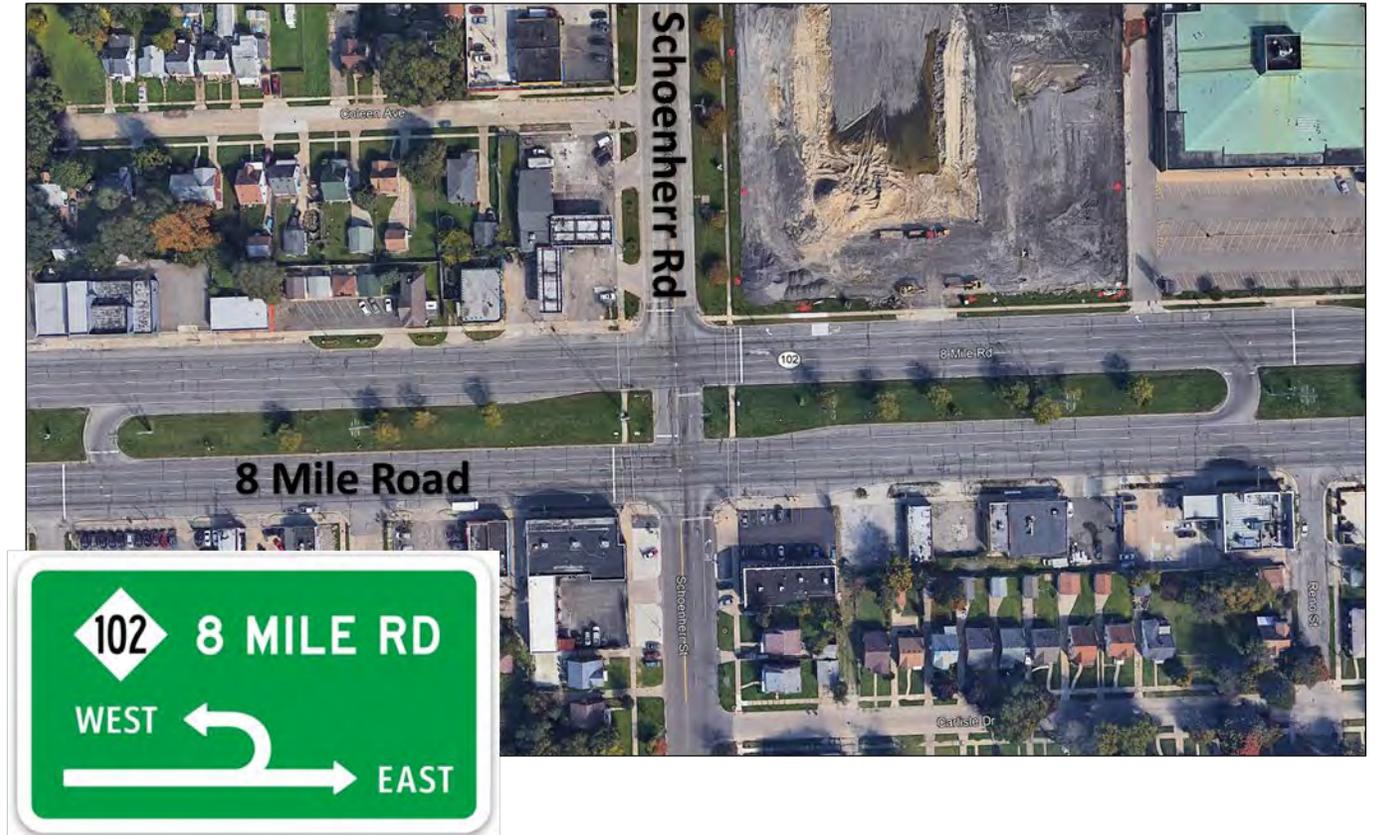
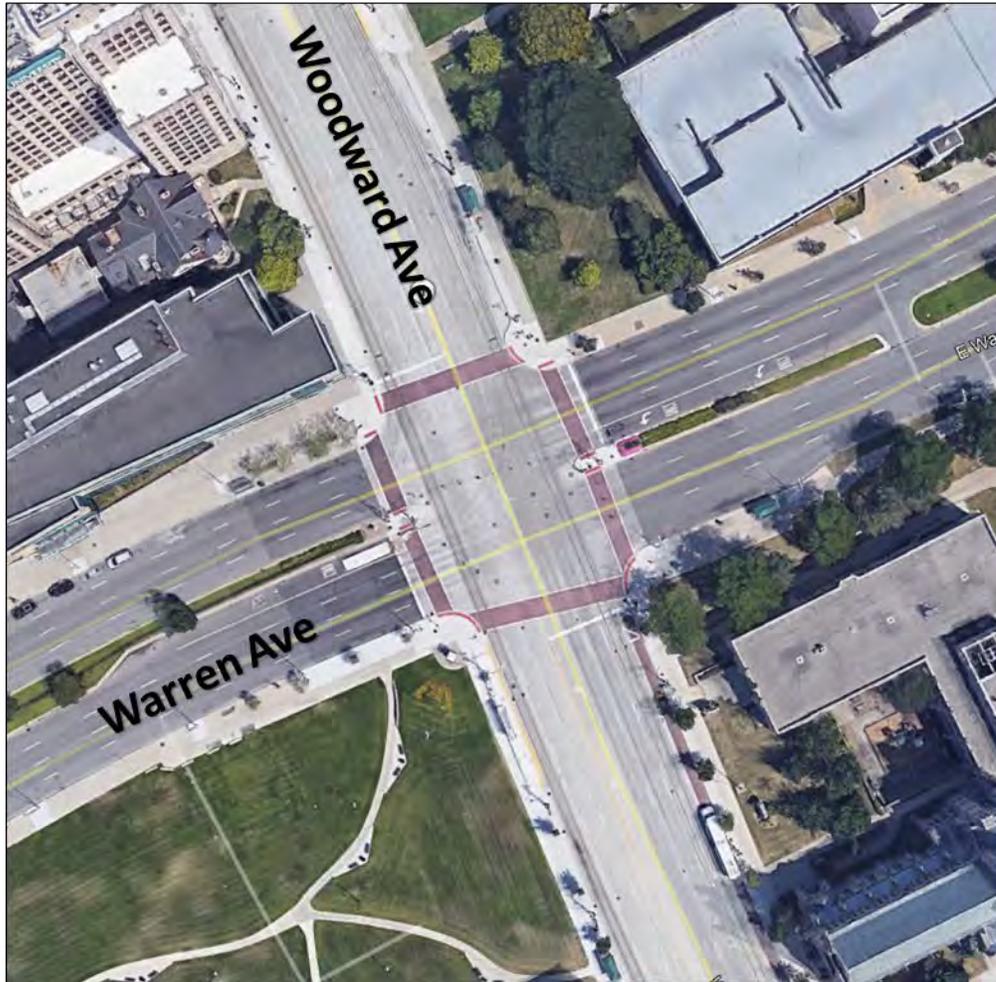


I-75 Connections to the North



Boulevard Options

Examples: Direct and Indirect Left Turns



5A: Direct Left-Turn Boulevard Option



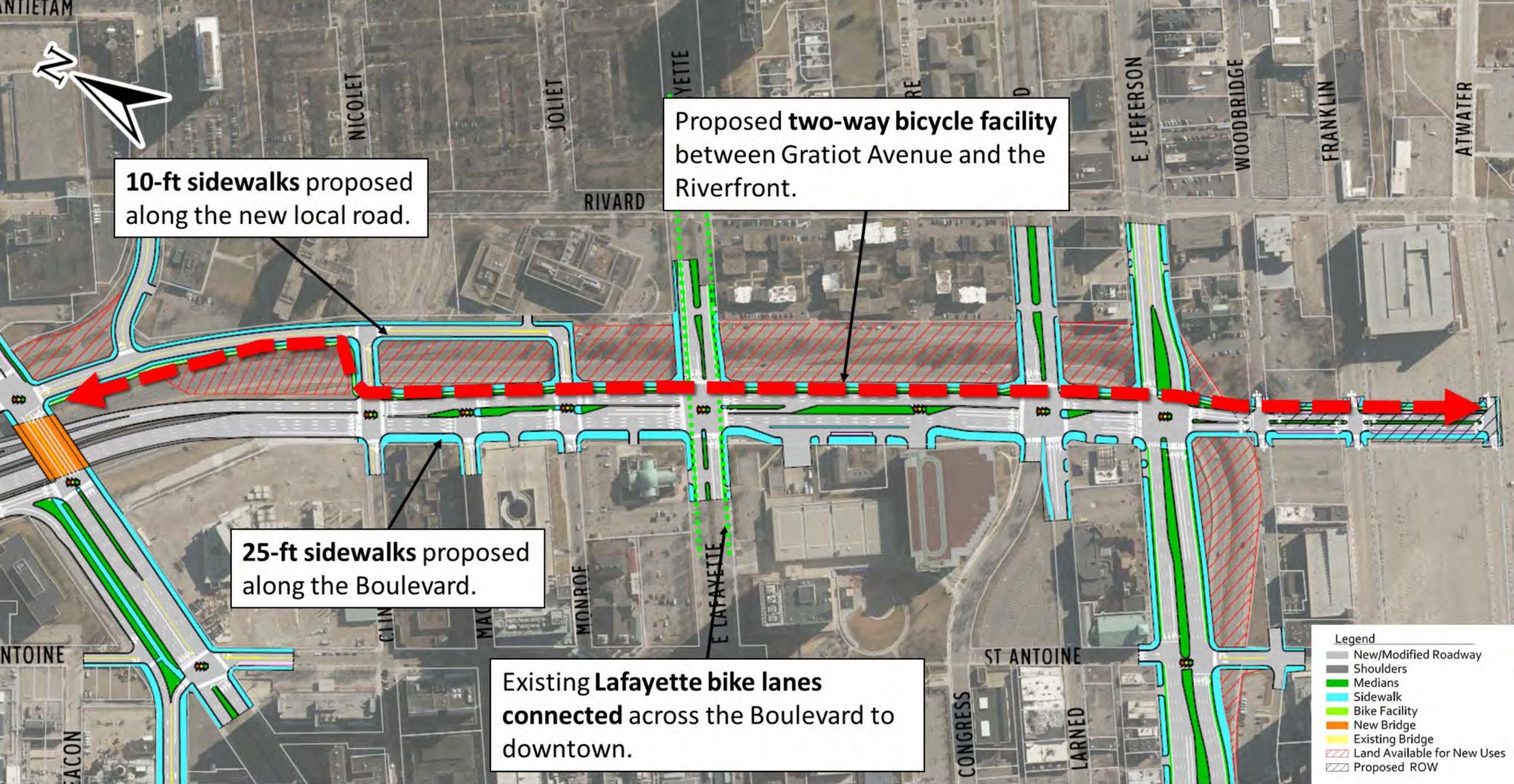
Pedestrian
Refuge Islands
at Macomb
and Monroe

Median
width is
26-feet

Direct left turn
exiting parking
garage

Direct left turns at
Clinton, Macomb,
Monroe, Lafayette,
Larned and Jefferson

- Legend
- New/Modified Roadway
 - Shoulders
 - Medians
 - Sidewalk
 - Bike Facility
 - New Bridge
 - Existing Bridge
 - Land Available for New Uses
 - Proposed ROW



10-ft sidewalks proposed along the new local road.

Proposed **two-way bicycle facility** between Gratiot Avenue and the Riverfront.

25-ft sidewalks proposed along the Boulevard.

Existing **Lafayette bike lanes** **connected** across the Boulevard to downtown.

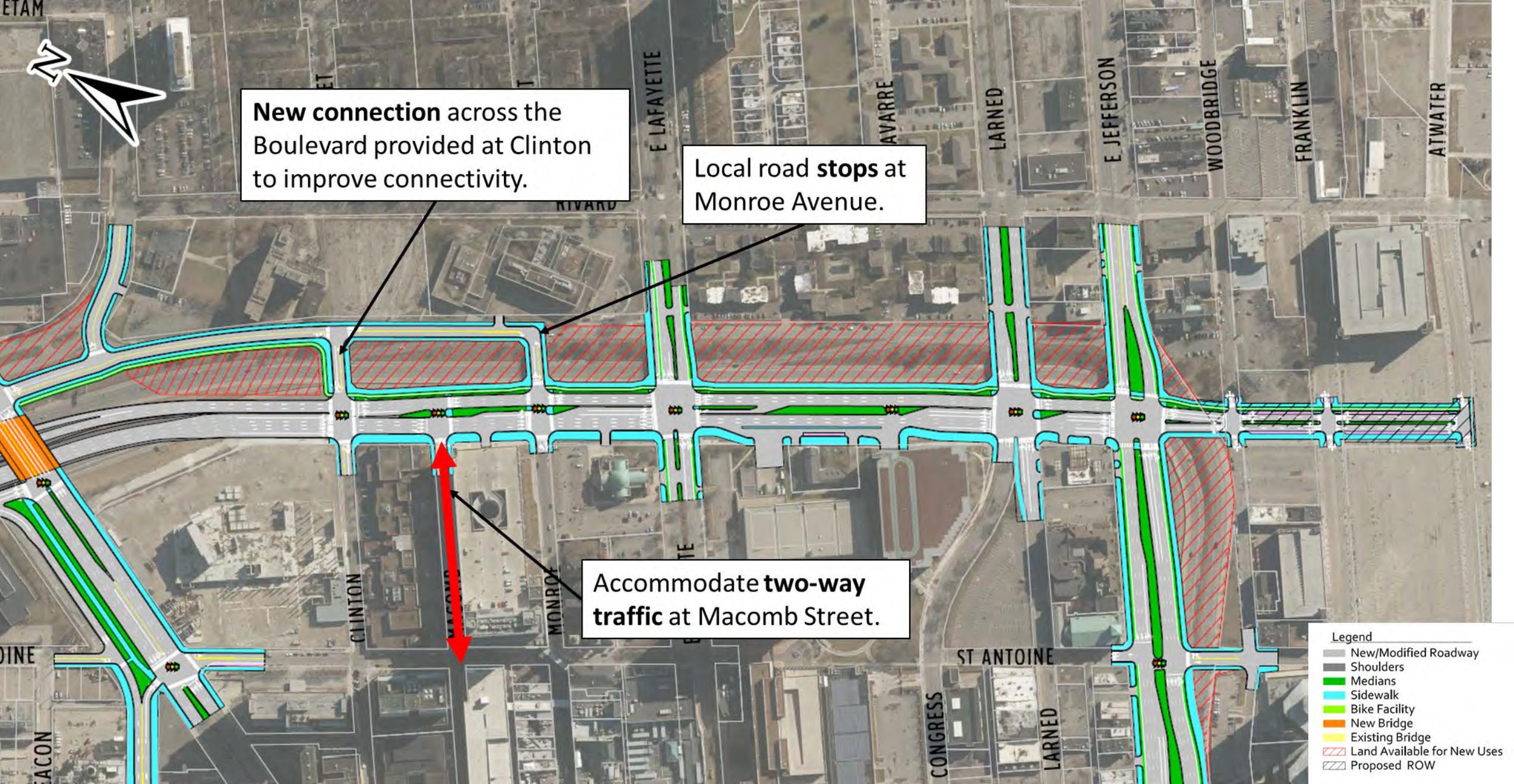
- Legend**
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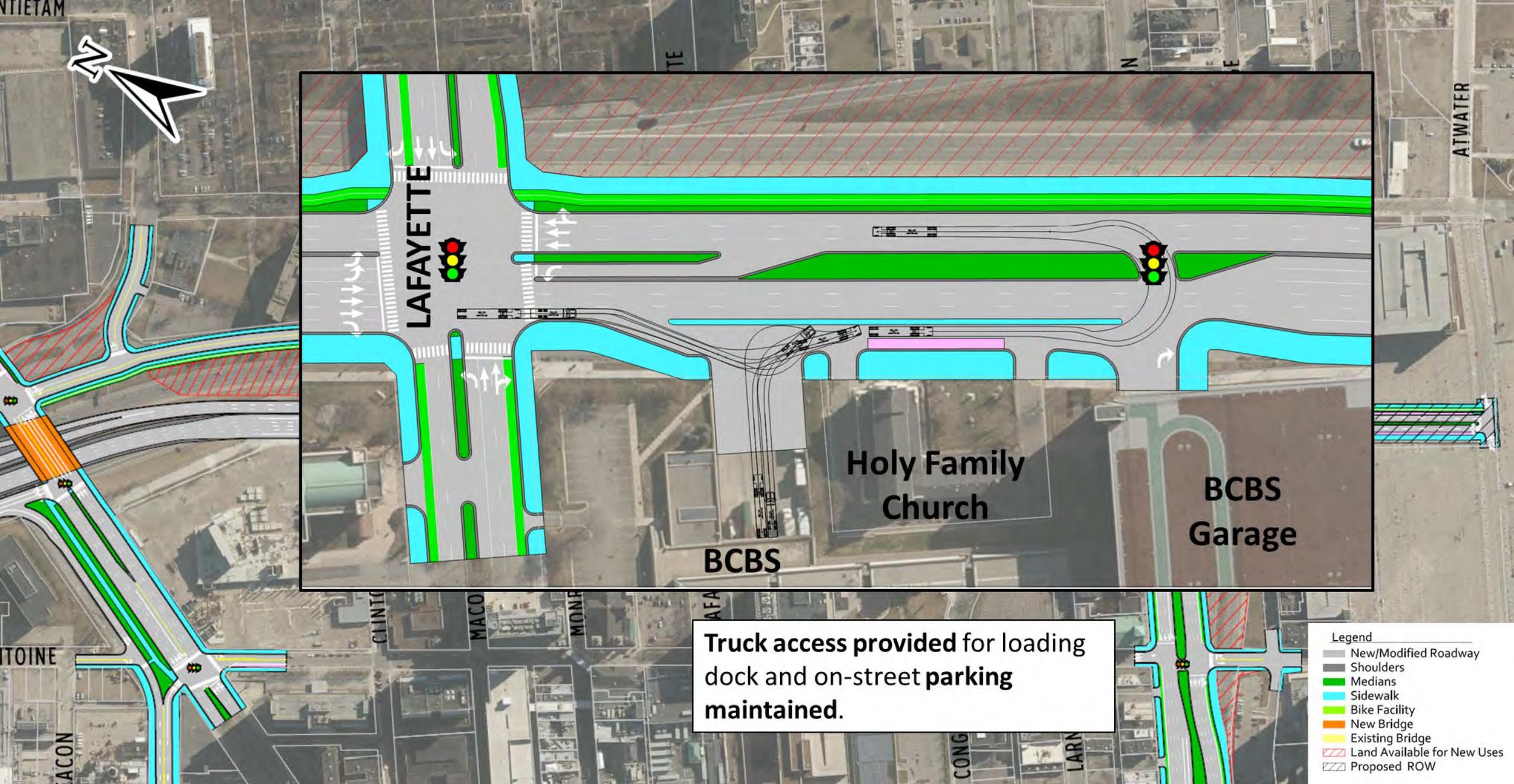
New connection across the Boulevard provided at Clinton to improve connectivity.

Local road stops at Monroe Avenue.

Accommodate two-way traffic at Macomb Street.



- Legend
- New/Modified Roadway
 - Shoulders
 - Medians
 - Sidewalk
 - Bike Facility
 - New Bridge
 - Existing Bridge
 - ▨ Land Available for New Uses
 - ▨ Proposed ROW



Truck access provided for loading dock and on-street parking maintained.

- Legend**
- New/Modified Roadway
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 - Medians
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5B: Direct Left-Turn Boulevard Option

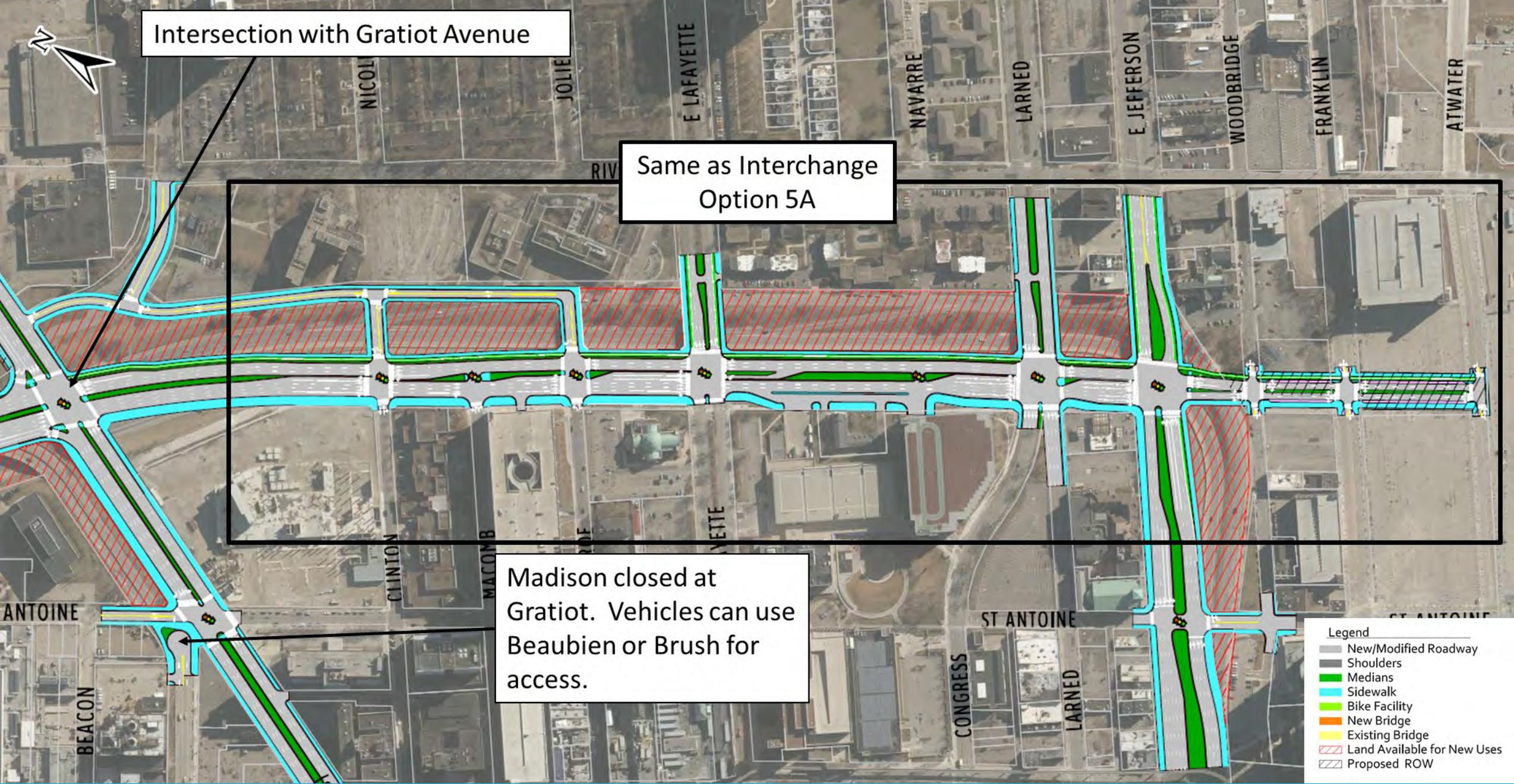


Intersection with Gratiot Avenue

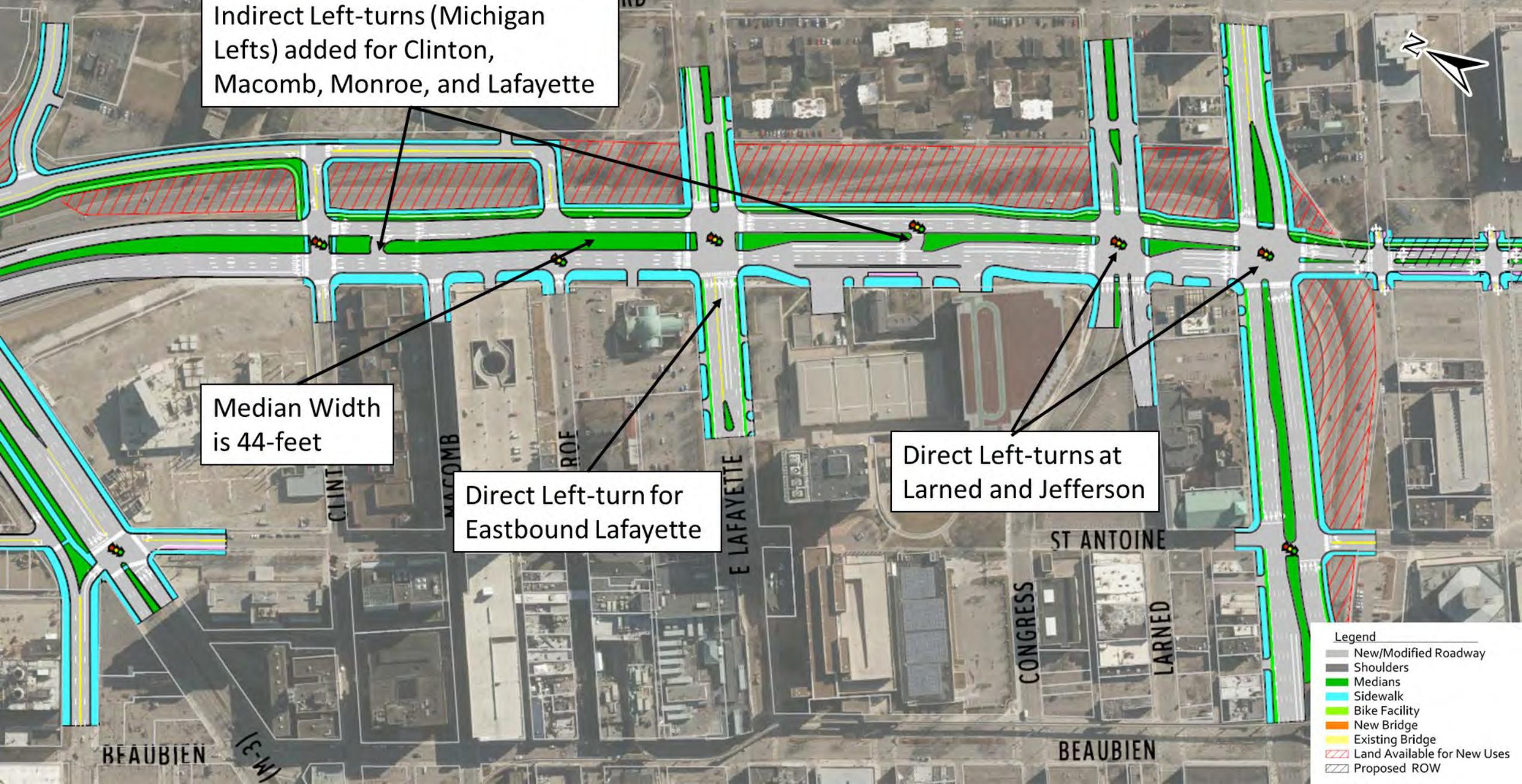
Same as Interchange Option 5A

Madison closed at Gratiot. Vehicles can use Beaubien or Brush for access.

- Legend
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 - Proposed ROW



5A: Indirect Left-Turn Boulevard Option



Indirect Left-turns (Michigan Lefts) added for Clinton, Macomb, Monroe, and Lafayette

Median Width is 44-feet

Direct Left-turn for Eastbound Lafayette

Direct Left-turns at Larned and Jefferson

- Legend**
- New/Modified Roadway
 - Shoulders
 - Medians
 - Sidewalk
 - Bike Facility
 - New Bridge
 - Existing Bridge
 - Land Available for New Uses
 - Proposed ROW

New Local Road still proposed with 10-foot sidewalks.

No Pedestrian Crossing at Monroe

Pedestrians would cross in two stages instead of one stage

Vehicles exiting parking facility and wanting to go north would need to loop the block on Congress or exit onto Congress.

Legend

- New/Modified Roadway
- Shoulders
- Medians
- Sidewalk
- Bike Facility
- New Bridge
- Existing Bridge
- Land Available for New Uses
- Proposed ROW

5B: Indirect Left-Turn Boulevard Option

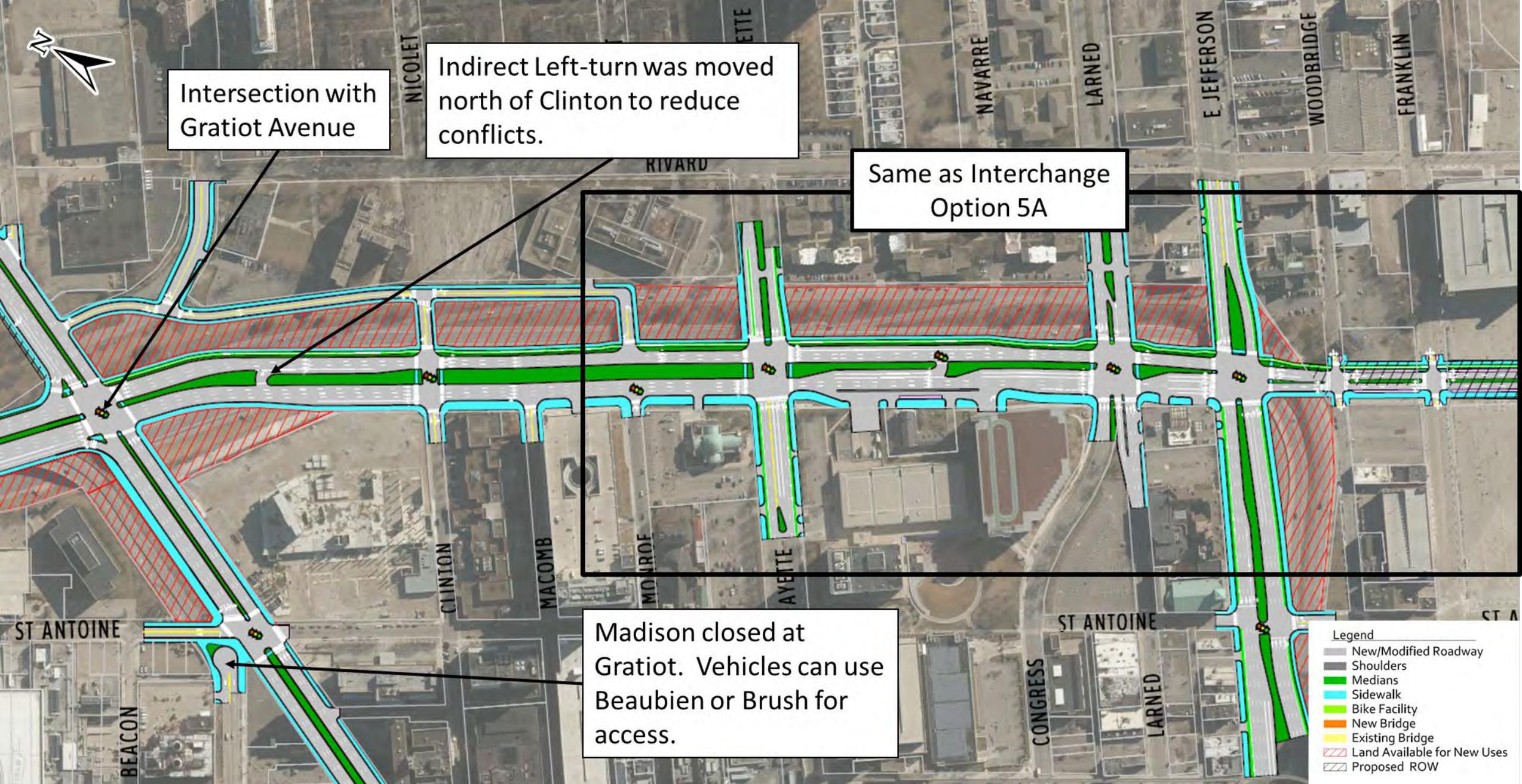


Intersection with Gratiot Avenue

Indirect Left-turn was moved north of Clinton to reduce conflicts.

Same as Interchange Option 5A

Madison closed at Gratiot. Vehicles can use Beaubien or Brush for access.

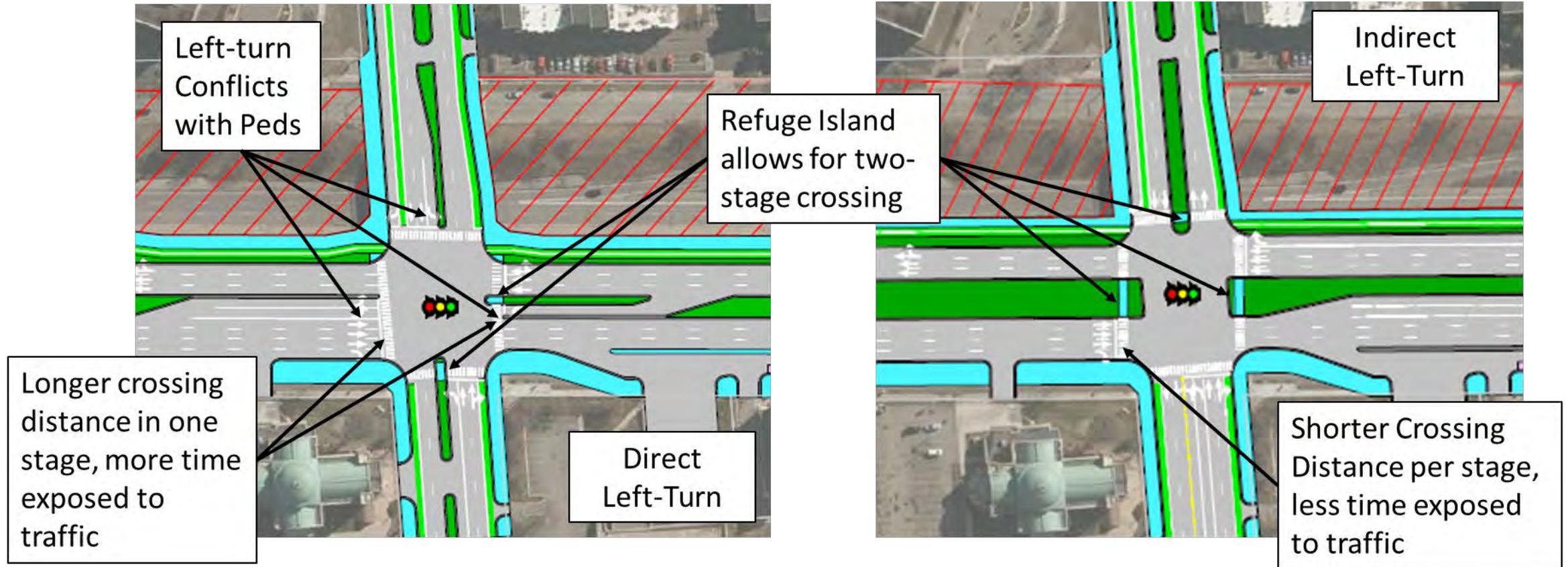


- Legend
- New/Modified Roadway
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Direct versus Indirect Left Turns

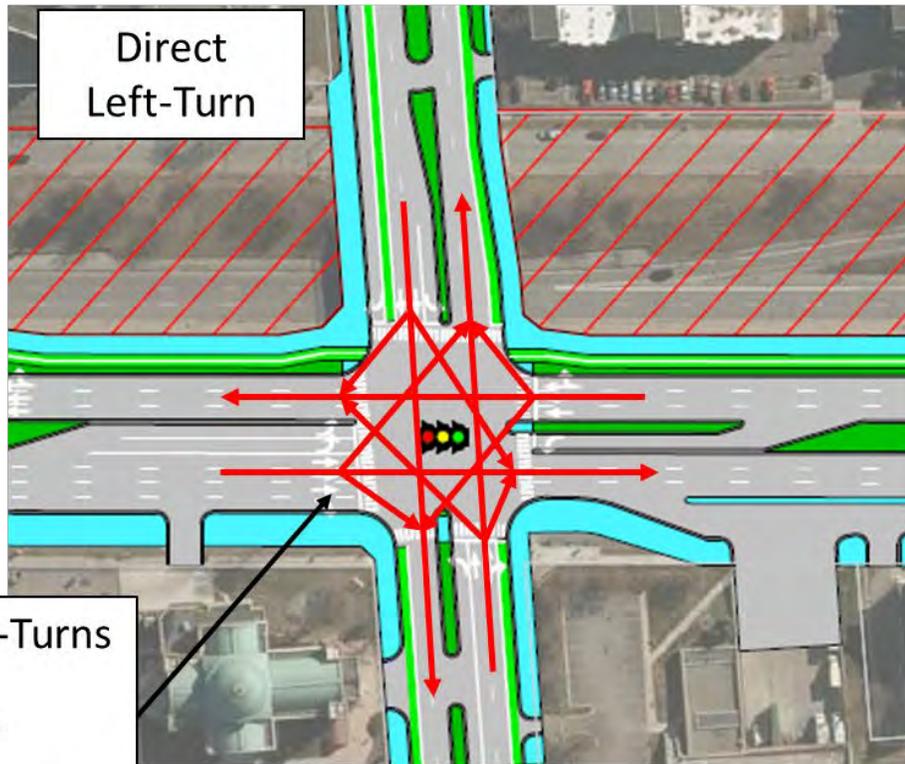
Pedestrian Operations and Safety

- Studies show that pedestrian refuge islands result in a **46% reduction** in pedestrian crashes

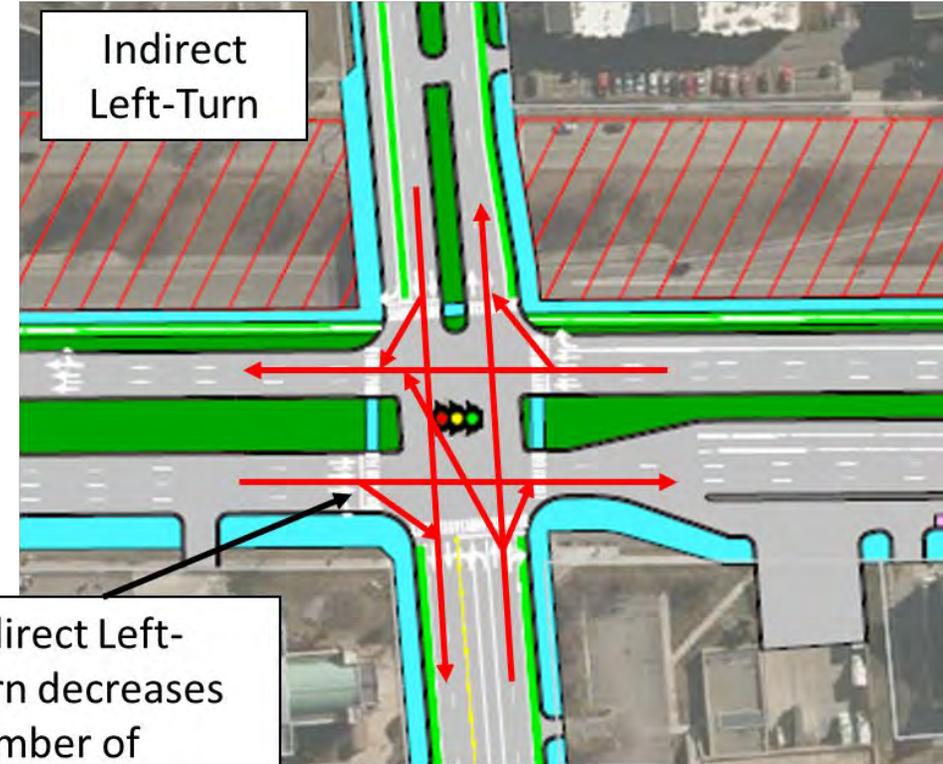


Vehicular Safety

- Studies show that fewer conflict points reduces the number of crashes



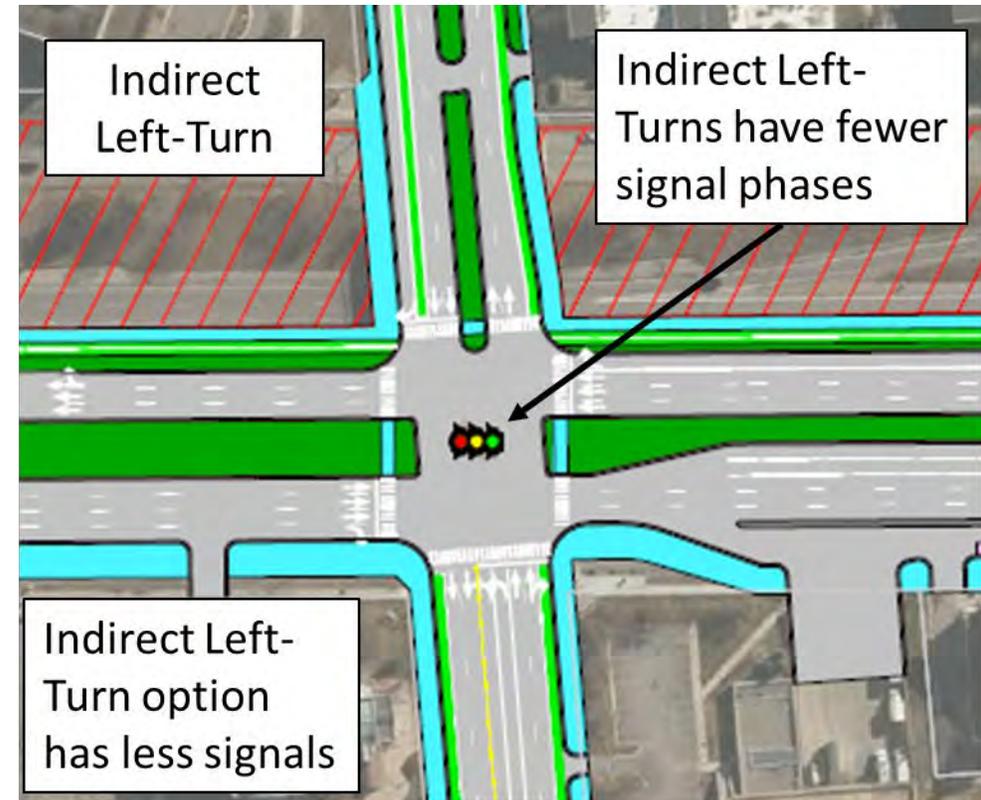
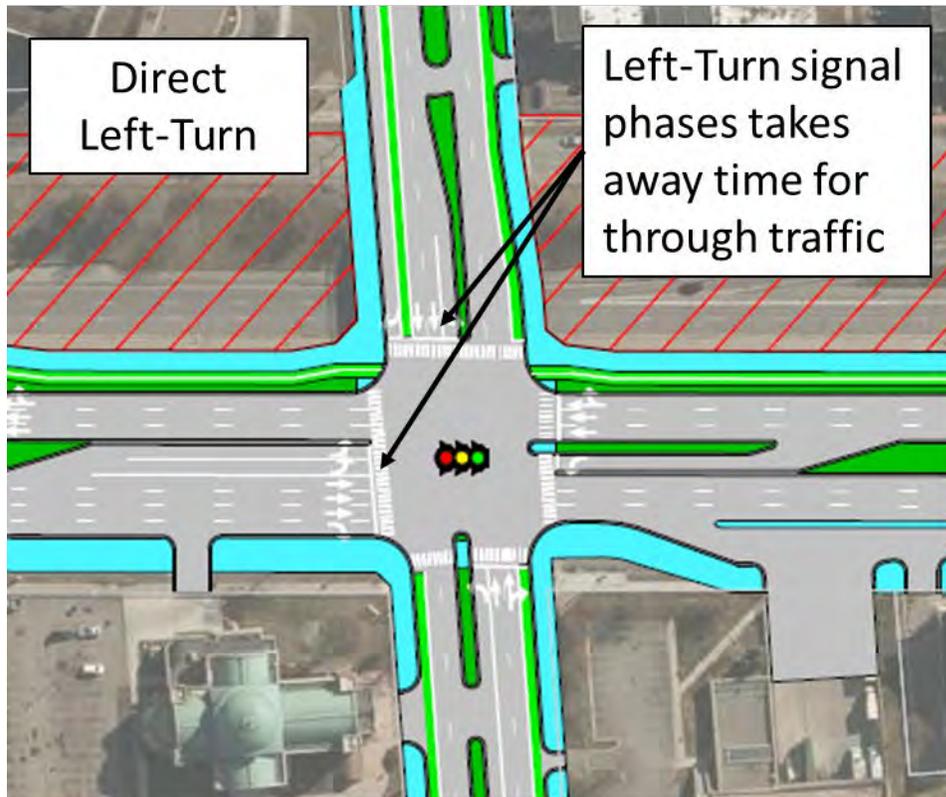
Direct Left-Turns increases number of conflict points



Indirect Left-Turn decreases number of conflict points

Vehicular Flow

- Studies show a **20-50% improvement** in throughput during peak hours at intersections with indirect left turns

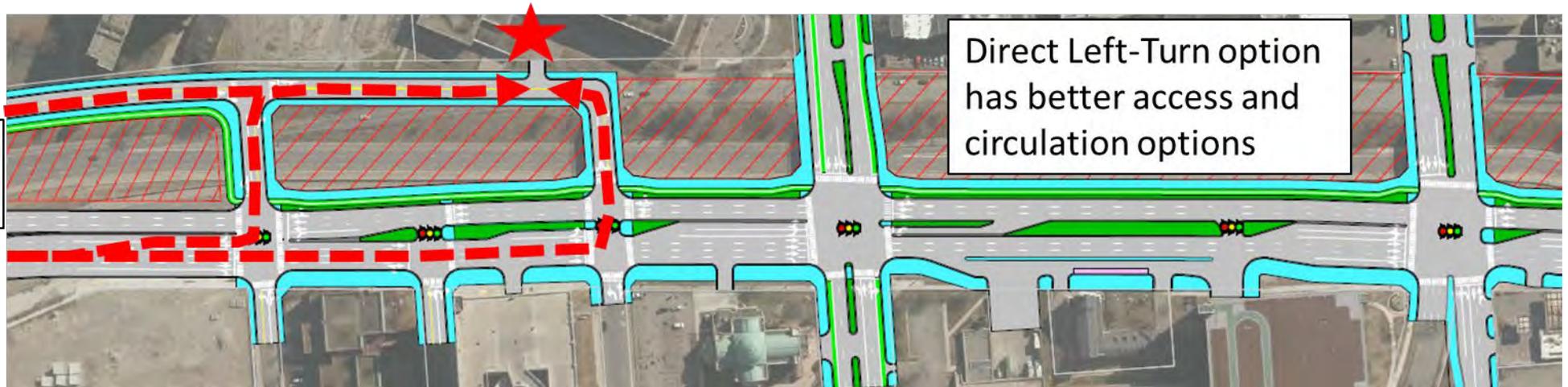


Vehicular Access and Circulation

Indirect Left-Turn



Direct Left-Turn



Direct Left-Turn option has better access and circulation options

4 Practical Alternatives

**5A WITH DIRECT
LEFT-TURNS**



**5A WITH INDIRECT
LEFT-TURNS**



**5B WITH DIRECT
LEFT-TURNS**

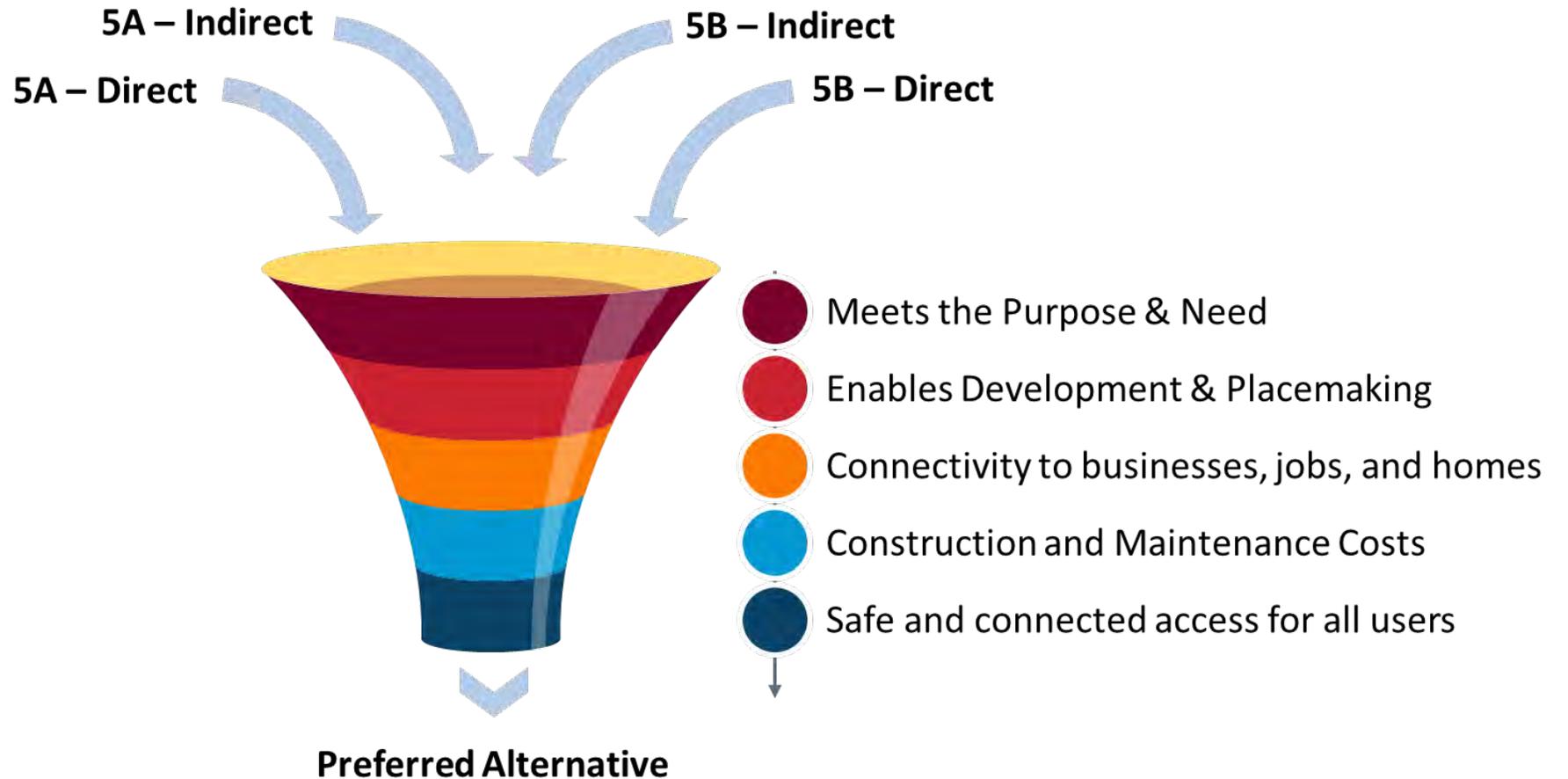


**5B WITH INDIRECT
LEFT-TURNS**



Alternatives Screening Process

- Each of the alternatives must be screened against various criteria to determine which alternative offers the most improvement



Next Steps

- **Continue analysis of the four practical alternatives**
- **Hold stakeholder one-on-one meetings in the next few months**
- **Present new information to LAC / GAC in fall**
- **Potentially hold a public meeting in early winter**
- **Select a Preferred Alternative**
- **Finalize Environmental Assessment by early spring**
- **Hold Public Hearing in spring**
- **Finding of No Significant Impact (FONSI) in summer**

Questions?

Local Items for Sharing
