

A map of Detroit, Michigan, with a yellow dotted line tracing a path through the city. A red rectangular area highlights a specific intersection in the downtown area. The map is set against a dark teal background.

City Planning Commission – November 3, 2022

# **After I-375| Reconnecting Detroit**



# The Project






# PURPOSE of the project

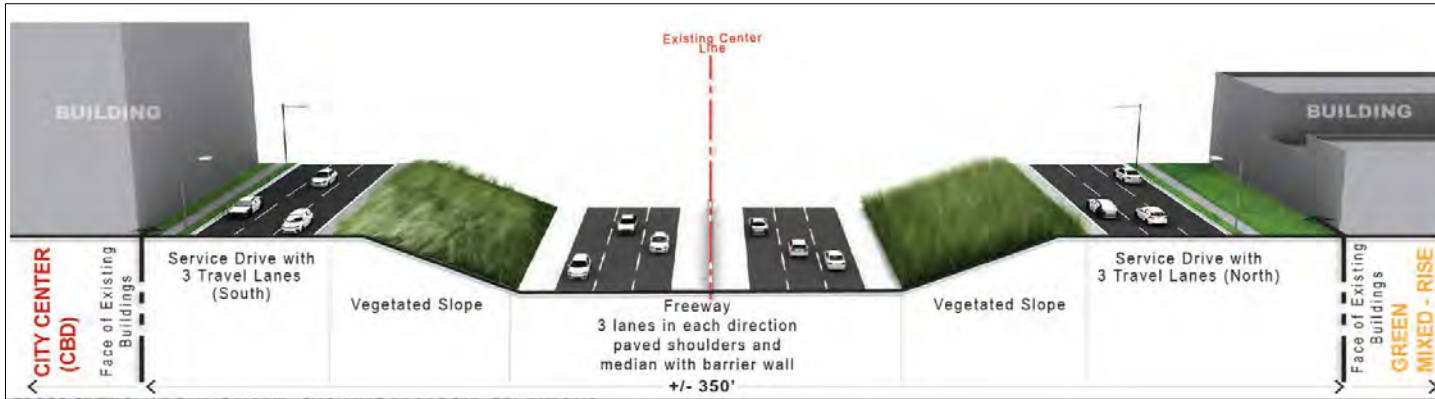
- *ADDRESS* the condition of the infrastructure.
- *ADDRESS* obsolete interchange design and deteriorated bridges and roadway.
- *ADDRESS* existing and future transportation needs and roadway safety for all users.
- *IMPROVE* vehicular and non-motorized connectivity to surrounding area and existing and planned transit services (which may result in improved community health).
- *ENHANCE* access to enable future development and other placemaking opportunities.

# NEEDS prompting the project

- *DETERIORATING* bridge and pavement conditions
- *OUTDATED* geometric conditions, such as ramp design
- *LACKING* vehicle and pedestrian connections to the East Riverfront
- *POOR* connectivity and confusing access to downtown destinations through I-75/I-375 and Gratiot Avenue Connector
- *CONGESTION* and safety issues along Jefferson Avenue corridor due to high volumes and inefficient left turning movements
- *POOR ENVIRONMENT* for transit and non-motorized travel



ALTERNATIVE		GRAPHIC REPRESENTATION	DESCRIPTION	ROM COS
MDOT – 1			<b>Reconstruct freeway to same configuration</b> <ul style="list-style-type: none"><li>Repair Bridges above</li><li>Maintain one-directional service drives</li></ul>	\$60-\$70 million
MDOT – 2			<b>Riverfront Connection</b> <ul style="list-style-type: none"><li>Terraced vegetated storm-water management slope (both sides)</li><li>Local two-directional service road (East); one south directional road (west)</li></ul>	\$70-\$80 million
MDOT – 3			<b>Laned surface at grade</b> <ul style="list-style-type: none"><li>Terraced vegetated storm-water management slope (one-side)</li><li>Local two-directional service road (East); one south directional road (west)</li><li>Shared use buffer on (East)</li></ul>	\$55-\$65 million
MDOT – 4			<b>East Edge Boundary</b> <ul style="list-style-type: none"><li>Infill current interstate</li><li>Landscaped boulevard on west</li><li>Development parcels on the East</li></ul>	\$40-\$50 million
MDOT – 5			<b>West Edge Boulevard</b> <ul style="list-style-type: none"><li>Local two-directional service road (East)</li><li>Landscaped boulevard on west</li><li>Open (public space) between boulevard and service road</li></ul>	\$45-\$55 million
MDOT – 6			<b>One-way streets / greenway</b> <ul style="list-style-type: none"><li>Optional uses in center including: infill for development parcels, open space, or slope to shared use path</li><li>Landscaped greenway with one-directional 4 lane traffic east and west sides (North and South-bound).</li></ul>	\$40-\$50 million



**MDOT-1**

### Reconstruct freeway to same configuration

- Repair bridges above
- Maintain one directional service-drives

• ROM - \$60-70 Million



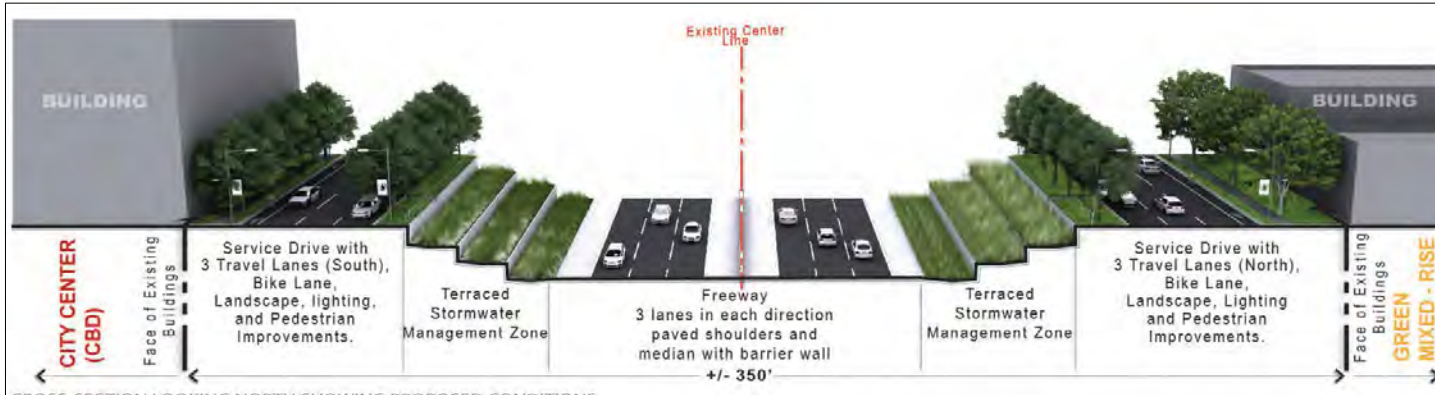
**MDOT-2**

### Riverfront Connection

- Terraced vegetated storm-water management slope (both sides)
- Local two-directional service road (East); one south directional road (west)

• ROM - \$70-80 Million





### Larned Surface at Grade

- Terraced vegetated storm-water management slope (one-side)
- Local two-directional service road (East); one south directional road (west)
- Shared use buffer on (East)
- ROM - \$55-65 Million



### East-Edged Boundary

- Infill current interstate
- Landscaped boulevard on west
- Development parcels on East
- ROM - \$40-50 Million

# The Project | Rough Order of Magnitude

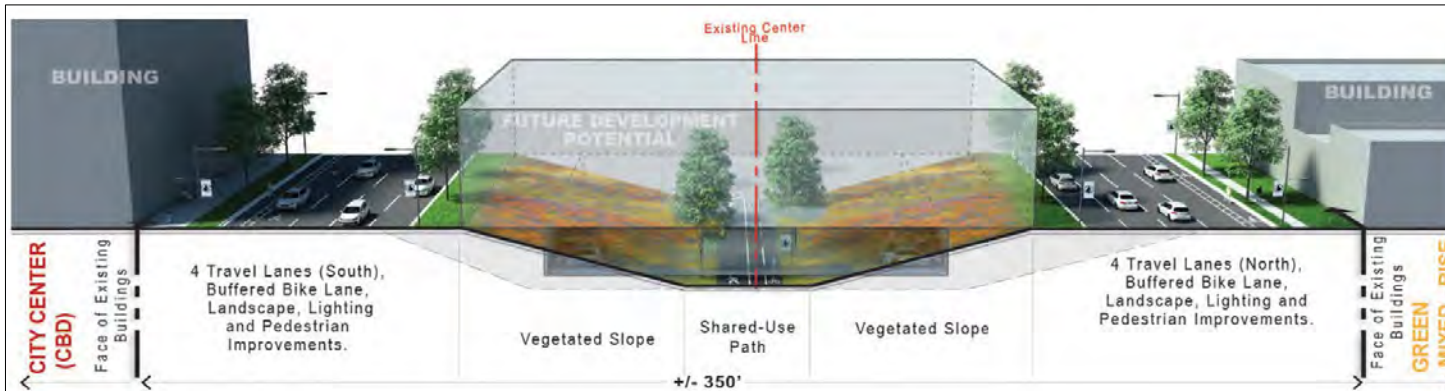




## West Edge Boulevard

- Local two-directional service road (East)
- Landscaped boulevard on west
- Open (public space) between boulevard and service road

• ROM - \$45-55 Million



## One-way streets/ greenway

- Optimal uses in center including infill for development parcels, open space, or slope to shared use path
- Landscaped greenway with one-dimensional 4 lane traffic east and west sides (North and South-Bound)

• ROM - \$40-50 Million

# The Project | Rough Order of Magnitude





# FY 2022-27 FUNDING

**\$330 MILLION** FUNDING AVAILABLE

- **\$30 MILLION** PLANNING & DESIGN (2022)
- **\$300 MILLION** CONSTRUCTION (2027)

**2-YEAR** DESIGN AND ENGAGEMENT

**3-YEAR** CONSTRUCTION AND ENGAGEMENT

- The State received \$105 million from the Infrastructure for Rebuilding America Grant (INFRA)
- State of Michigan is applying for Rebuilding American Infrastructure with Sustainability and Equity (RAISE), and Mega (National infrastructure Project Assistance Program) grants
- \$180 Million Multi-Modal Project Discretionary Grant (MPDG)

**The Project| Cost**







BRUSH  
PARK

EASTERN  
MARKET

McDOUGALL-  
HUNT

ELMWOOD  
PARK

LAFAYETTE  
PARK

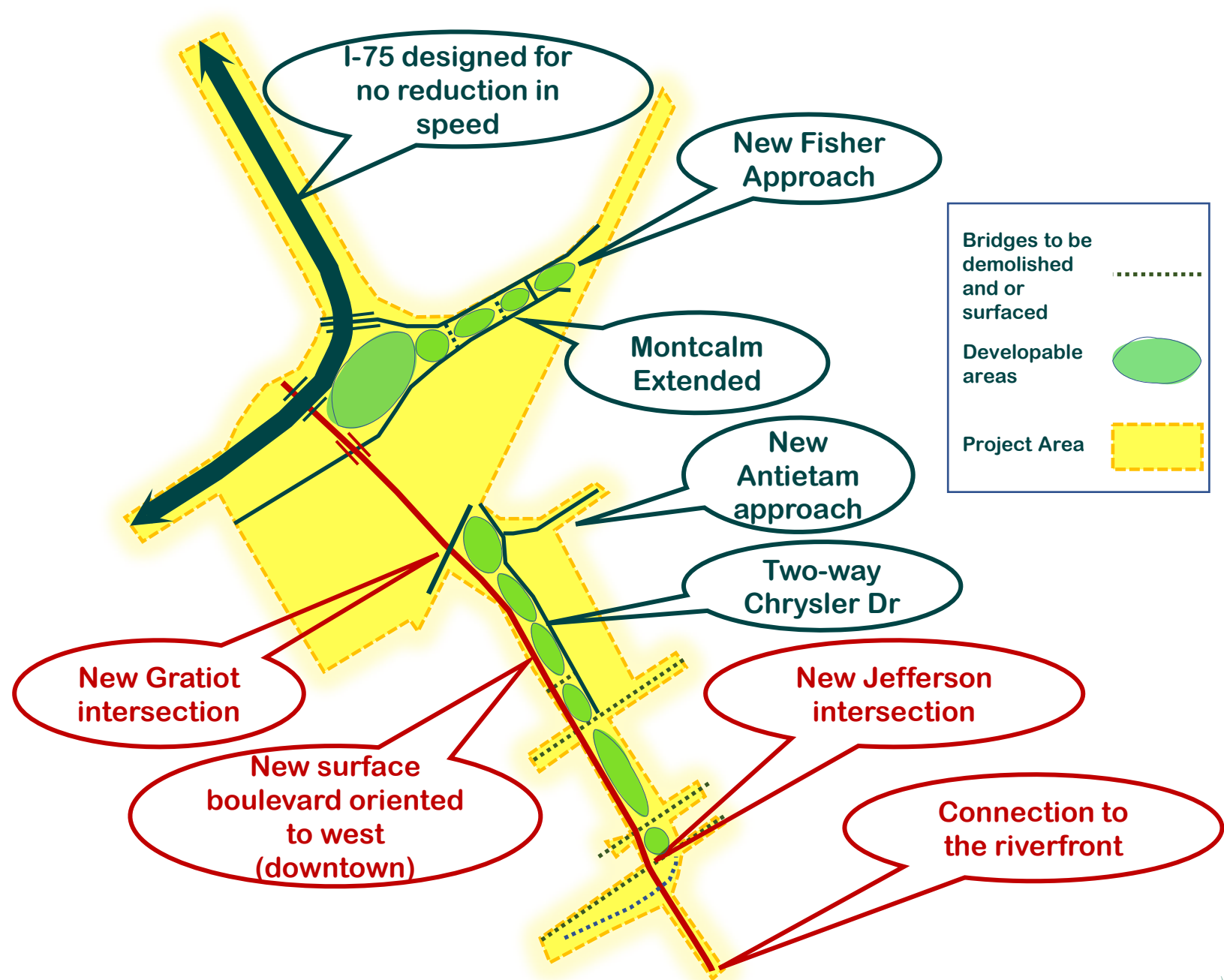
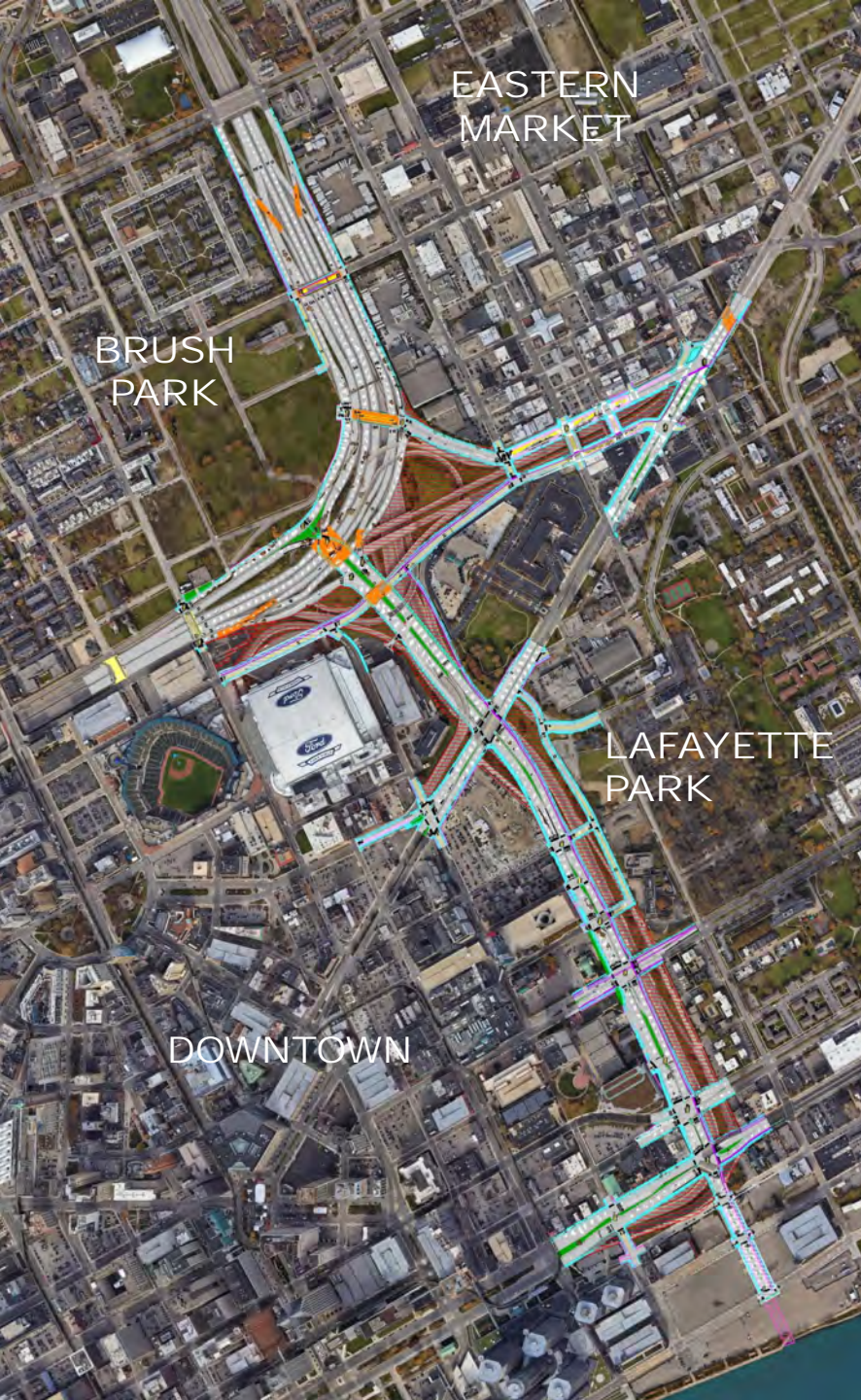
DOWNTOWN

EAST RIVERFRONT

**The Project | Project Area**







# The Project | Project Components





- 1949 – National Housing Act
- 1954-67 – Black Bottom razed and cleared
- 1956 – National Federal-Aid Highway Act
- 1959 – I-375 Construction Began
- 2002 – I-375 Feasibility Study Access to Riverfront
- 2014 – MDOT Planning and Environmental Linkages (PEL)
- 2017 – East Riverfront Framework
- 2017 – I-375 in MDOT 5-year Program (2022)/ Commence conceptual design
- 2020 – I-375 conversion funding reprioritized
- 2021 – Infrastructure Investment and Jobs Act
- 2022 – Finding Of No Significant Impact (FONSI)

**○ 2022 LAUNCH I-375 BOULEVARD DESIGN AND FRAMEWORK**

# The Framework

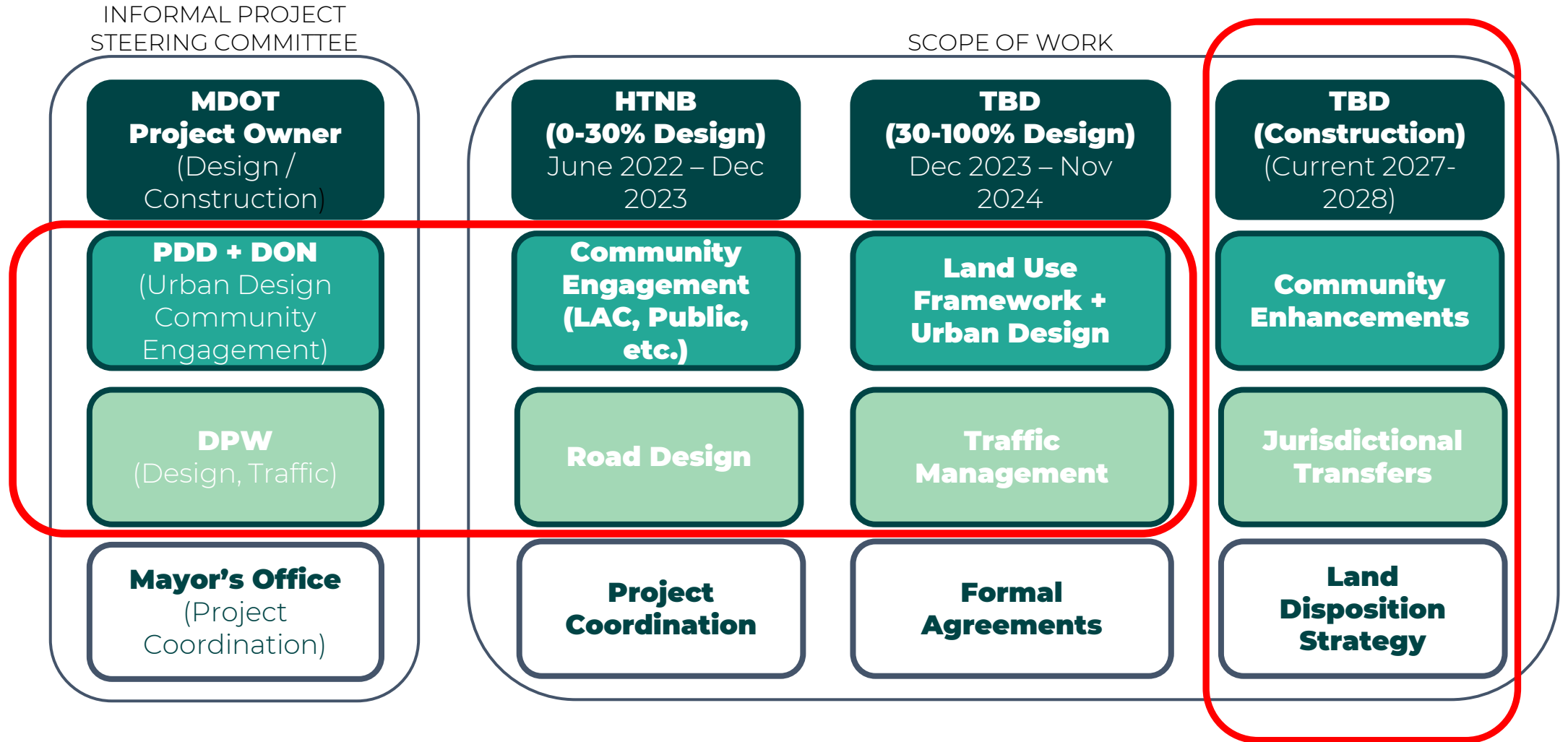


*While the framework will be able to study the limits (envelope) of potential development on the developable parcels resulting from the boulevard design, it cannot address the disposition of land as part of the framework. The land is currently owned by the federal government as part of the interstate highway system. The State of Michigan and City of Detroit will work with the federal government to determine the guidelines governing the transfer of land.*

**The Framework**







# The Framework| Organizational Structure



## **URBAN DESIGN**



**Zoning (FBC possible), open space, storm-water management, walkable neighborhood, mobility options, reconnecting city grid, physical profile**

## **BOULEVARD DESIGN**



**Urban experience, City of Detroit standards, aesthetic standards, capacity (regular and special events), traffic management (smart technology)**

## **DIVERSITY, EQUITY, AND INCLUSION**



**Market analysis and value capture, affordable housing strategy, community benefits/enhancements\*, minority development participation, mitigating impacts, historic documentation**

# **The Framework| Priorities**





WSP and Smithgroup – 2014 PEL Study

# The Framework| Boulevard Section







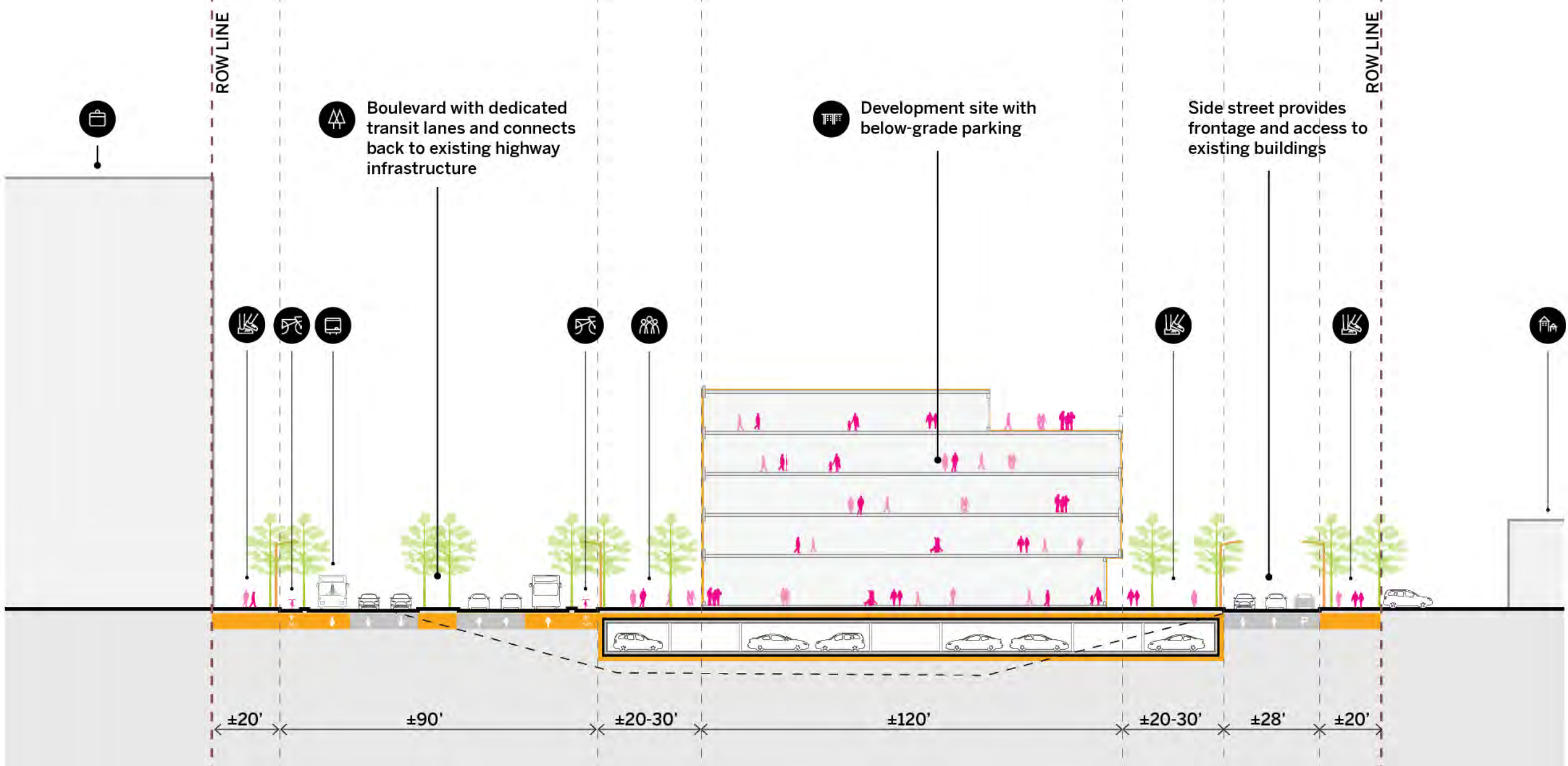
**\$3.87 Billion return on investment  
over 30-year timespan - 2017 East  
Riverfront Framework**

SOM – 2017 East Riverfront Framework

**The Framework | Urban Profile**



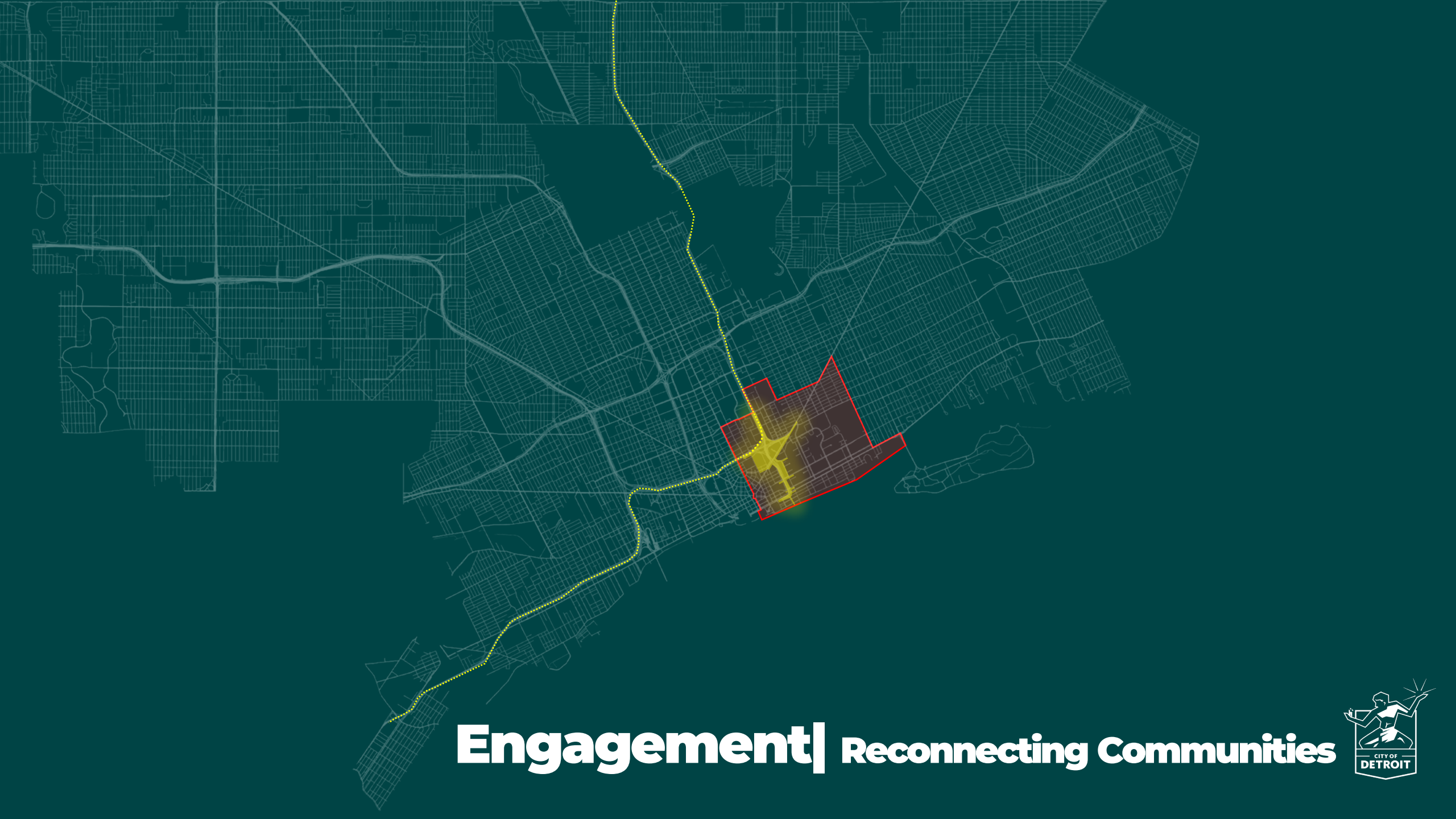




SOM – 2017 East Riverfront Framework

**The Framework | Urban Profile**





# Engagement | Reconnecting Communities







Brush Park

Eastern Market

McDougall-Hunt

Elmwood Park

**PROJECT AREA**

Lafayette Park

Central Business District

East Riverfront

**Engagement| Community Engagement Area**





- Neighborhood
- Non-Profit
- Business
- Entertainment/  
Stadium
- Entertainment/  
Theater
- Church
- School

- Lafayette Park
- Elmwood Park
- East Riverfront/  
Rivertown
- Brush Park
- McDougall-Hunt
- Eastern Market
- Central Business  
District
- PROJECT AREA



# Engagement| Local Advisory Committee





Public Meetings

Government Advisory

Local Advisory

City/MDOT Coordination

Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9	Month 10	Month 11	Month 12	Month 13	Month 14
		Community Meeting 1		Community Meeting 2		Public Meeting 1	Community Meeting 3		Community Meeting 3				Public Meeting 2
	GAC 1			GAC 2			GAC 3			GAC 4			GAC 5
	New LAC 1	New LAC 2	New LAC 3	New LAC 4		New LAC 5	New LAC 6	New LAC 7	New LAC 8	New LAC 9	New LAC 10	New LAC 11	New LAC 12
Project Meetings	Project Meetings	Project Meetings	Project Meetings	Project Meetings	Project Meetings	Project Meetings	Project Meetings	Project Meetings	Project Meetings	Project Meetings	Project Meetings	Project Meetings	Project Meetings
			Developer Forum										



# UNDERSTANDING WHY



Detroit Historical Society

Hasting Street looking north from Brewster Projects  
© Detroit Historical Society

## Engagement | Historic Narratives







**Engagement| Historic Narratives**





# USDOT Equity Objectives

**Affordable Housing**

**Safety**

**Equity**

**Economic Strength**

**Climate and Sustainability**

**Transformation**

## City of Detroit Objective

**Develop a model of opportunity from engagement with a focus on diversity, equity, and inclusion that connects the city, and honors its past.**





# THANK YOU!

Have questions?

Contact us via e-mail: [I-375@detroitmi.gov](mailto:I-375@detroitmi.gov)

For information: [www.detroitmi.gov/I375](http://www.detroitmi.gov/I375)

