



THINGS TO KNOW ABOUT...



Detroit Street Improvements

In recognition of Southwest Detroit's role as a gateway community to the US and in accordance with requirements set out in the Final Environmental Impact Statement, Windsor-Detroit Bridge Authority (WDBA) is investing in street improvements near the US Port of Entry (POE) for the Gordie Howe International Bridge project. WDBA and the State of Michigan have consulted with residents and the city of Detroit to identify the approach to these improvements. Here are just a few highlights of the work to be undertaken:

1 DELIVERY

Bridging North America is responsible for delivering all aspects of the signed Gordie Howe International Bridge Project Agreement including many street improvements near the US POE and the Michigan Interchange. These improvements are being delivered in addition to the initiatives to be undertaken as part of the Community Benefits Plan. MDOT will also provide some improvements. A construction schedule will be announced at a later date.

2 PEDESTRIAN BRIDGES

Five new pedestrian bridges will be constructed over Interstate-75 and in some cases, over the service drives to provide easier connections for pedestrians. Each bridge will align with any multi-use trails in the area. Access points include Beard, Waterman, Solvay, Junction and Lansing Streets. The pedestrian bridge identified through the 2008 Environmental Impact Statement at Morrell Street has been moved to Junction Street following extensive community consultation.

3 JUNCTION STREET

We heard the importance of maintaining a connection across Interstate-75 at Junction Street for access to the Community Health and Social Services clinic. The new pedestrian bridge will traverse Interstate-75, the service drives and Fort Street to offer safe passage from the north to south sides. Other enhancements will also be included such as new street lighting between the eastbound service drive and Fort Street, landscaped, irrigated buffers along the bridge and vehicle road bridges, and decorative treatments to the retaining walls.

4 DECORATIVE FENCING

Decorative security fencing will be provided around the perimeter of the US POE with irrigated landscaping to provide an additional buffer to the community. New decorative security fencing will be installed along the south side of West Jefferson Avenue with irrigated landscaping adjacent to Historic Fort Wayne and meeting State Historic Preservation Office review. This activity will require the removal of the existing fence at Fort Wayne along Jefferson Avenue.

5 TREES

A variety of plantings will take place as part of the overall project. Deciduous shade trees will be planted along the parkway between the sidewalk and road every 25 feet between Springwells and Clark Streets. A similar treatment will be provided from the US POE to Interstate-75 crossings at Green, Campbell and Junction Streets, along Jefferson Avenue and along Fort Street between Green and Junction Streets.

6 CONTINUOUS ACCESSIBLE SIDEWALKS

A continuous fully accessible sidewalk will be constructed along the City side of the Service Drive and between the Service Drive and I-75 main line to connect the entrance of each pedestrian bridge to the nearest intersection or to a signalized block crossing. Pedestrian countdown signals will be installed at all signalized intersections and mid-block crossings along the service drives and curb extensions may be used to minimize the pedestrian/cyclist crossings at intersections.

7 GREENWAY

A greenway will be constructed to connect pedestrians and cyclists from the Gordie Howe International Bridge to the I-75 Freeway crossings at Green Street and the new pedestrian bridge to be installed at Junction Street. Street design will include safe transition points from off-road paths to on-street bike lanes with appropriate wayfinding to make the transitions easy for users.

8 FORT STREET CYCLE TRACK

A six-foot protected cycle track will be installed along both sides of Fort Street between Green and Junction Streets. The cycle tracks will be separated from traffic by a minimum three-foot raised buffer. Bicycle signals will also be required at intersections to separate vehicles making left turns or at any two-way cycle tracks that cross Fort Street.

9 CONTINUED CONSULTATION

Further consultation will be undertaken with the community and relevant authorities to discuss the proposed improvements.

