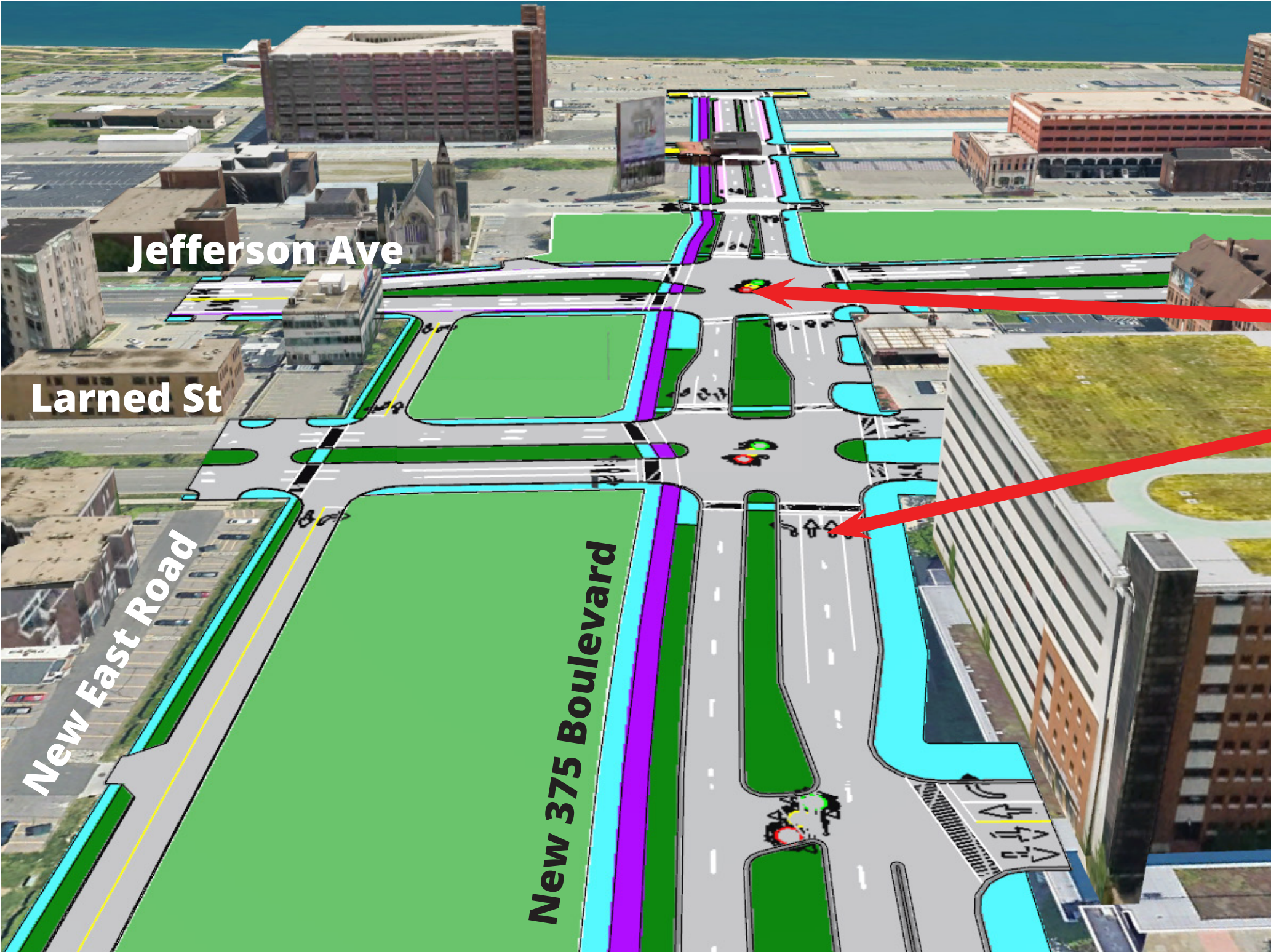


# I-375 RECONNECTING COMMUNITIES PROJECT

## Project Vehicular Safety Updates



**EXISTING CONDITIONS: I-375 AT JEFFERSON AVENUE LOOKING SOUTH FROM LARNED STREET**

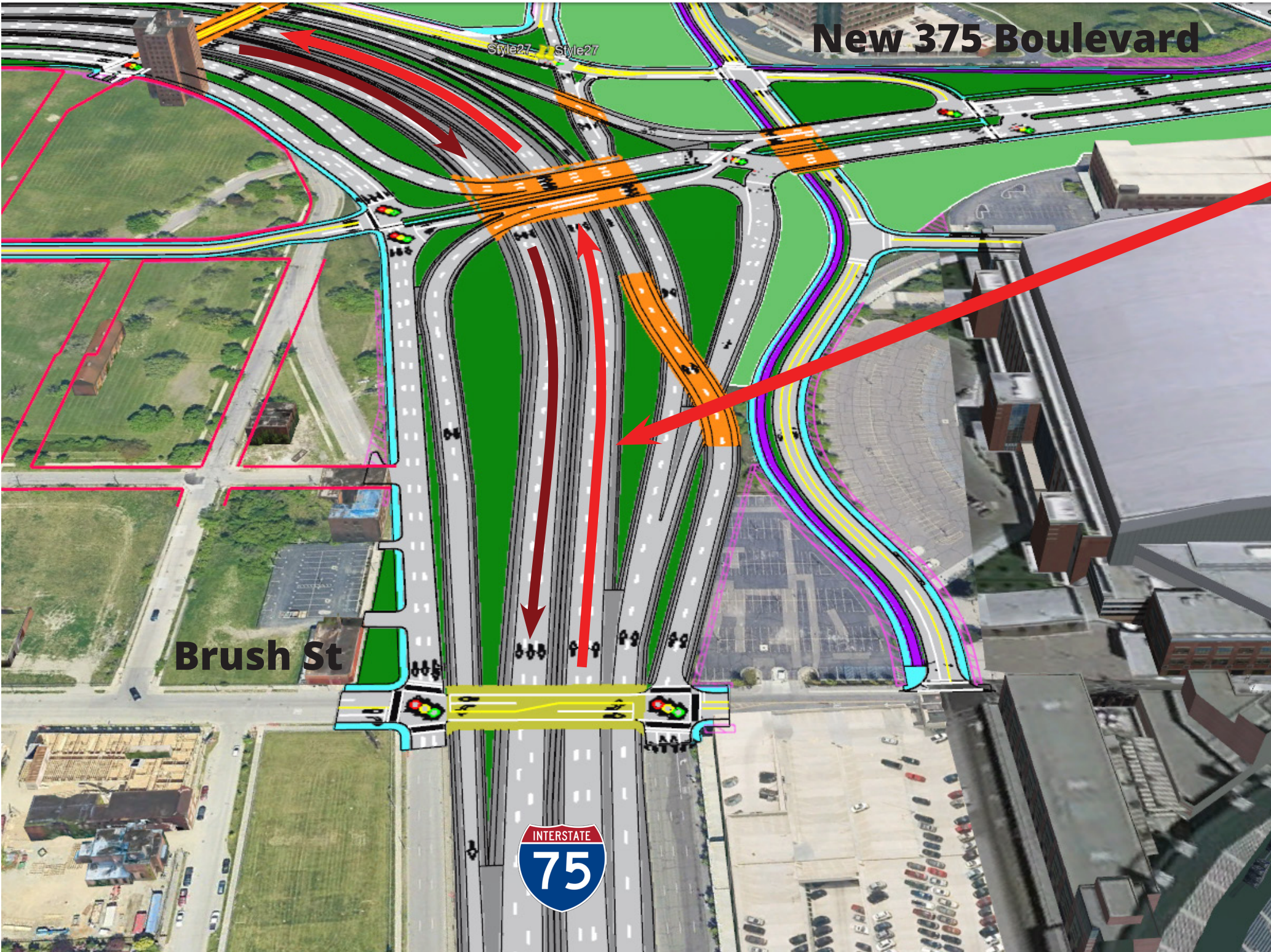


**PROPOSED DESIGN: NEW I-375 BOULEVARD AT JEFFERSON AVENUE LOOKING SOUTH FROM LARNED STREET**

**NEW SIGNALIZED INTERSECTIONS AND DIRECT TURNS ONTO JEFFERSON AVENUE**



**EXISTING CONDITIONS: NORTHBOUND I-75 AT I-375 LOOKING EAST**



**PROPOSED DESIGN: NORTHBOUND I-75 AT NEW I-375 BOULEVARD LOOKING EAST**

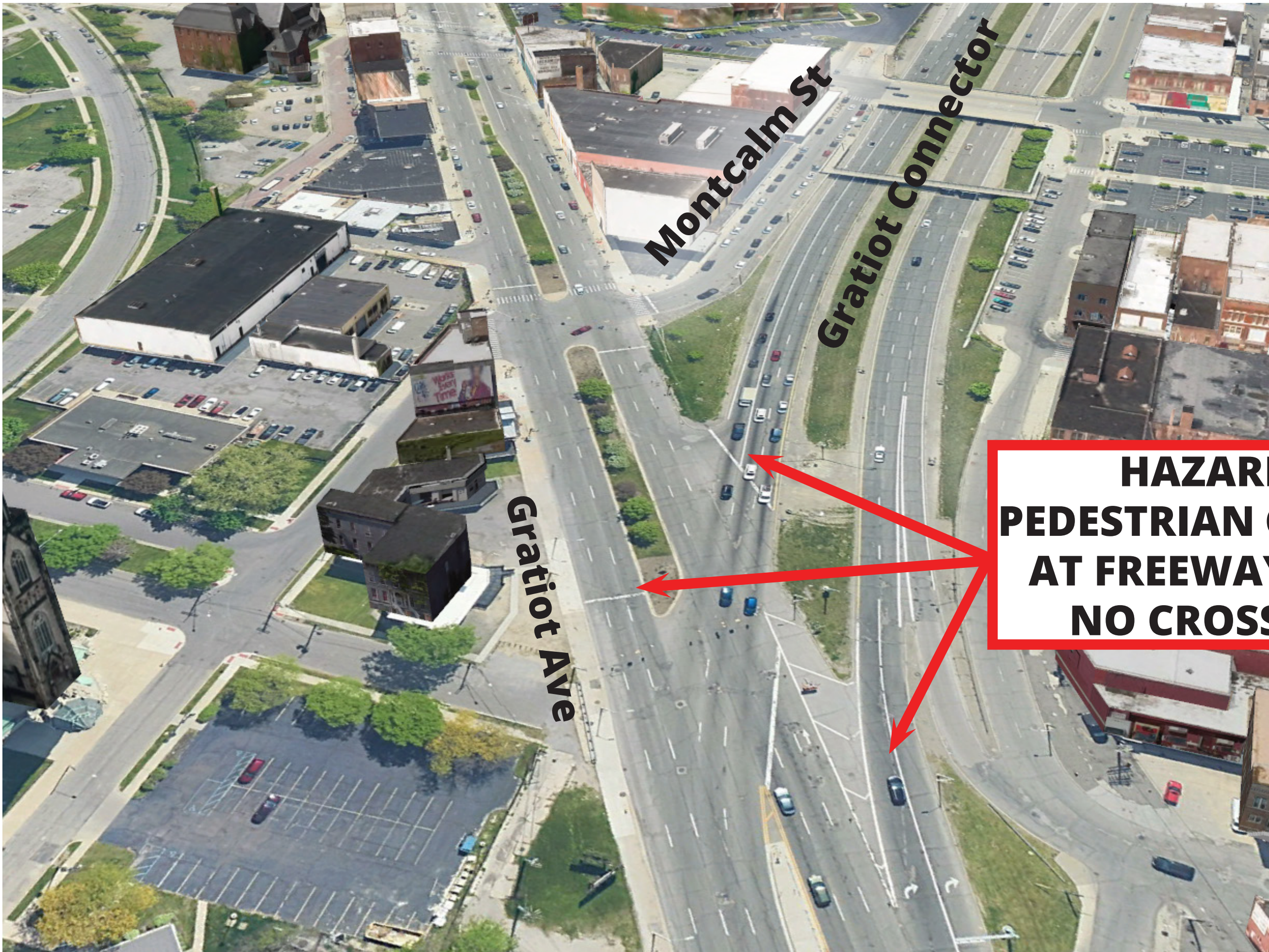
**NEW I-75 THROUGH-MOVEMENT**

DESIGN ALTERNATIVE	
LEGEND	
	NEW/MODIFIED ROADWAY
	GREEN SPACE
	SIDEWALK
	BIKE FACILITY
	NEW BRIDGE
	EXISTING BRIDGE
	PARKING
	POTENTIAL EXCESS PROPERTY



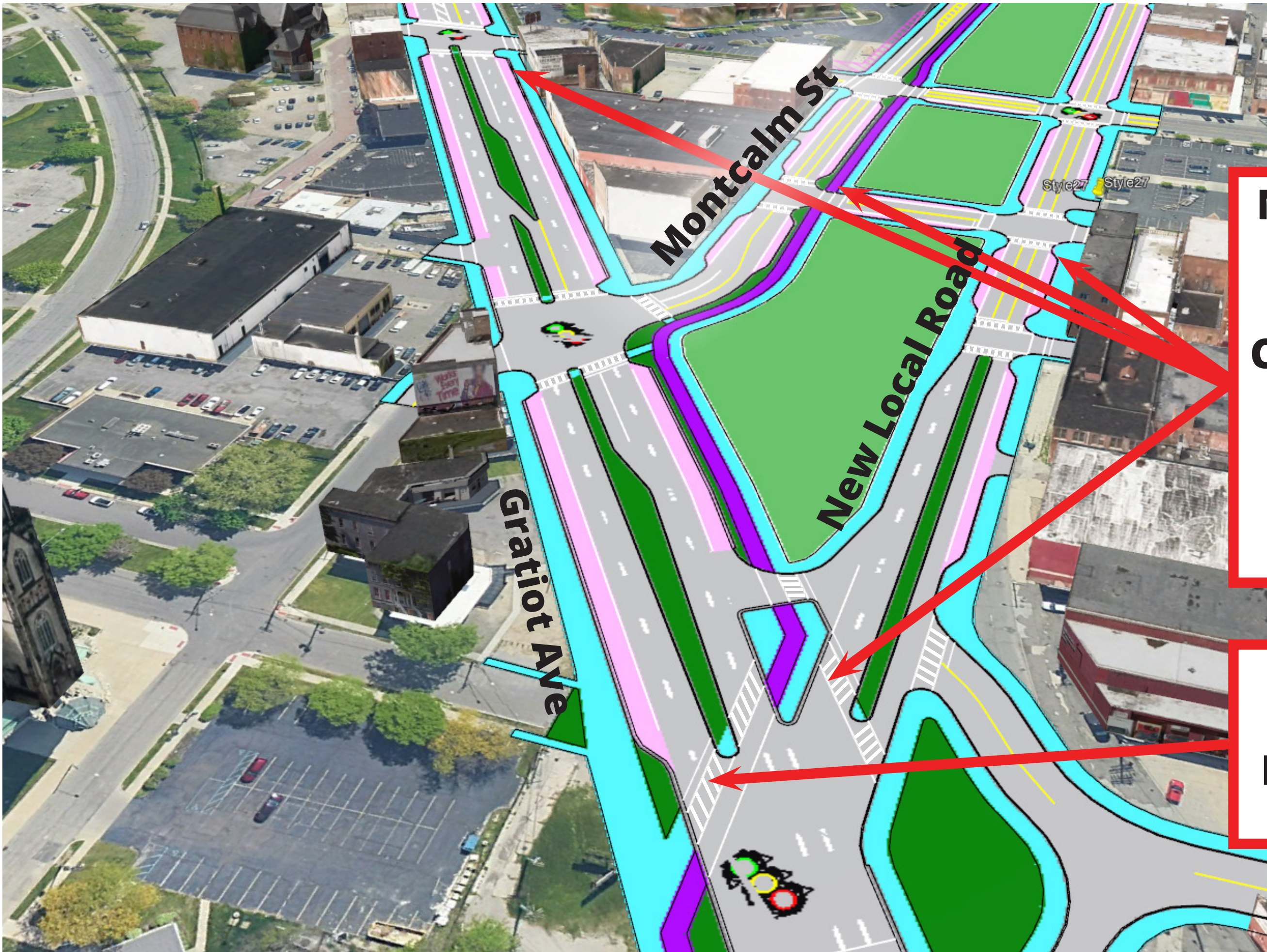
I-375 RECONNECTING COMMUNITIES PROJECT

# Project Pedestrian Safety Updates



**HAZARDOUS  
PEDESTRIAN CROSSINGS  
AT FREEWAY RAMPS -  
NO CROSSWALKS**

**EXISTING CONDITIONS: GRATIOT AVE  
CROSSWALKS AT CONNECTOR LOOKING WEST**



**NEW PROTECTED  
ON-STREET  
PARKING AND  
CURB BUMPOUTS  
TO REDUCE  
PEDESTRIAN  
CROSSING  
LENGTHS**

**NEW DIRECT  
ACCESS TO  
DEQUINDRE CUT  
VIA CROSSING**

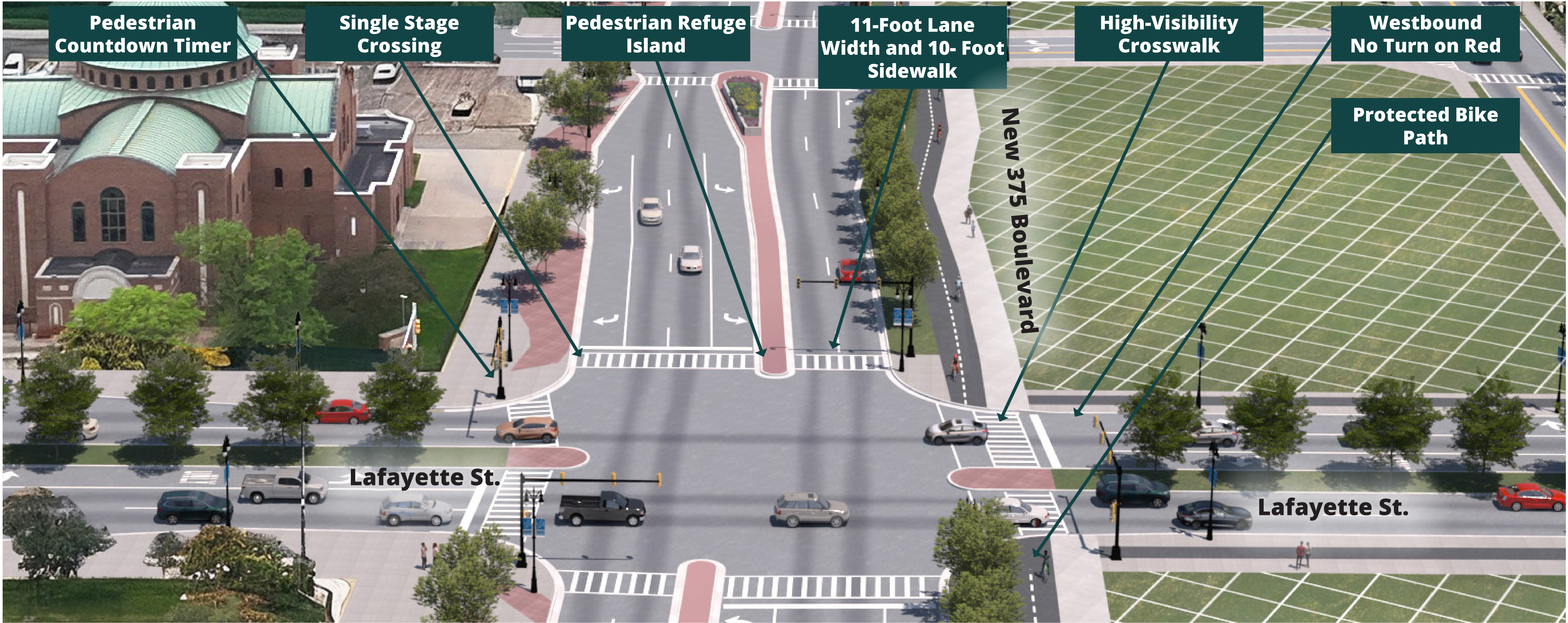
**PROPOSED DESIGN: GRATIOT AVENUE CROSSWALKS  
AT NEW LOCAL ROAD LOOKING WEST**

DESIGN ALTERNATIVE	
LEGEND	
	NEW/MODIFIED ROADWAY
	GREEN SPACE
	SIDEWALK
	BIKE FACILITY
	NEW BRIDGE
	EXISTING BRIDGE
	PARKING
	POTENTIAL EXCESS PROPERTY



# I-375 RECONNECTING COMMUNITIES PROJECT

## Project Pedestrian Safety Updates



**Crash Reduction Factor (CRF) - The percentage crash reduction that might be expected after implementing a given countermeasure**



**Pedestrian  
Countdown  
Timer**  
CRF = 25%



**Pedestrian  
Refuge  
Island**  
CRF = 36%



**Protected  
Bike Path  
and Sidewalk**  
CRF = 45%



**High-  
Visibility  
Crosswalk**  
CRF = 40%