

Notes  
I-75 Oakland County Planning/Environmental Study,  
I-75 Council Meeting  
May 22, 2002  
Troy Community Center, 10:00 a.m.

Background: This was a first meeting of the I-75 Council

Purpose: The purpose of the meeting was to introduce the Council to each other and the project and describe their role.

Attendance: See attached list.

Discussion:

Dave Wresinski opened the meeting with introductions. He then explained its purpose.

Joe Corradino presented as background a summary of the I-75 Feasibility Study completed in January 2001. He noted that the current environmental document would cover the section of I-75 from Eight Mile Road north to M-59, but that the impact analysis would extend beyond this area.

Tom Barwin asked the year of analysis. Joe Corradino responded that the Feasibility Study started with a horizon of 2020, which was extended to 2025 as SEMCOG's model was extended to that year. Analysis for the EIS would stay with 2025, as newer model updates (2030) would not be available during the analysis part of the environmental study.

Tom Barwin asked if the Federal Transit Administration would be involved. Joe Corradino responded that they will be a cooperating agency and a member of both the Steering Committee and the I-75 Council.

Tom Barwin asked whether land use and economic impacts would be analyzed. Joe Corradino said yes but that the economic analysis would not rely on input/output models. Mr. Barwin asked if this analysis would extend to revenue sharing. Ken Rogers said this was a detail beyond the scope of the EIS.

Dan Devine of Bloomfield Township asked if sound attenuation would be considered. Joe Corradino said it would.

Gerald Holmberg asked why the section north of M-59 was excluded. Dave Wresinski gave a brief explanation and said the subject would be discussed at a meeting between the County and MDOT, to which the Road Commission is invited.

Karen Kendrick-Hands asked why state, rather than federal money was being used for the study. Dave Wresinski responded that use of state money allowed the study to get underway more quickly.

Dave Wresinski then explained the role of the I-75 Council and its composition.

Joe Corradino then continued the slide presentation, addressing the schedule and noting that the I-75 Council would have the opportunity to preview materials at least two weeks before the public as the project progresses. He noted two key issues are transit and drainage. He further explained how the transit analysis would be

performed, focusing on: 1) a high-speed, highly accessible generic transit in the Woodward Corridor, and 2) highly accessible HOV lanes (one in each direction) on I-75.

Ms. Hands asked about the status of the SEMCOG model (TransCAD) that would be the basis for the analysis. Carmine Palombo said the existing TranPlan model was sound and the process that The Corradino Group uses by adding a mode choice model, was the best approach to moving forward now. It did not make sense to await the full adoption of the TransCAD model to perform the analysis for the I-75 project, as the timetable for getting the new model up and running was months away. Ms. Hands expressed concern an "outdated" model would be used to address transit's potential. Carmine Palombo replied the TranPlan model is used throughout the country and not outdated.

Tom Barwin asked that the following be added to the Council: 1) the city of Detroit, 2) US EPA and/or MDEQ for water quality review, and, 3) public health organizations. Joe Corradino noted that the other organizations would be involved to the project scoping and to review of environmental documentation. Beyond this, The Corradino Group had been and would continue to be in contact with those performing asthma research.

Ms. Hands asked that the analysis extend to the effects of the project on obesity, citing work by the Centers for Disease Control. Joe Corradino asked Ms. Hands to send any information she thought relevant.

Dave Wresinski said that the study would follow the federal process and the impacts it is designed to address.

Tom Barwin said that neighborhoods needed a voice. Ken Rogers noted that, insofar as the Council was concerned, part of the role of those sitting at the table was to carry information back to their constituents and act as their voice.

Joe Corradino then addressed the upcoming public meetings on June 5 and 6. In response to Ms. Hands' concern about adequate time to notice the public of the meetings, Joe Corradino indicated that 7,000 postcards about the meetings had been mailed to the public.

Joe Corradino said in addition to the public there would be quarterly meetings with elected officials and separately with the private sector. The first round of meetings were planned for June (elected officials) and July (private sector).

The public comment period then commenced. Ms. Hands asked a number of questions related to the work program:

1. Is the computer modeling capacity restrained? Joe Corradino said yes.
2. Will the historic commuter rail corridor be considered? Joe Corradino said yes.
3. What other agencies besides SMART and SEMCOG will be contacted. Joe Corradino said many through formal and informal scoping. He asked that she provide a list of any agencies she felt should be contacted.
4. What was the MDOT guidance referred to in the work plan? Joe Corradino said this was a definition by MDOT that the project would add no more than one through travel lane in each direction.
5. What would the role of ITS be? Joe Corradino responded that incident management, SCATS and ramp metering would be considered.
6. What will be the nature of the air quality analysis with the 8-hours ozone standard coming into play? Joe Corradino said conformity analysis would be performed, that MOBILE6 would be used in the analysis, consistent with SEMCOG guidance on use of that model, and that the closest monitoring stations would be examined with respect to air quality readings of actual events.

Jon Austin of Madison Heights asked if the project was revisiting transit, he thought that issue had been concluded in the Feasibility Study. Joe Corradino said the new work would revisit transit with more sophisticated computer tools.

Ken Rogers asked whether transit costs would be analyzed in a realistic manner. Joe Corradino said both capital and operating costs would be estimated. Joe Corradino also noted that the project was not designed to determine the worth of transit, but whether transit could meet the purpose and need for the project. He indicated that the work could conclude transit could be considered viable in the corridor but that did not eliminate the need for an additional lane on I-75.

Ms. Hands was concerned that the costs of construction delays be analyzed. Dave Wresinski noted that MDOT was highly aware of the public's concern for safety and delay and would go to extraordinary measures to maximize safety and minimize delay.

Ms. Beltramini was concerned about getting good information to questions she or others might have in time for public meetings.

Joe Corradino indicated that the next Council meeting was planned for the second half of July, before the early August round of public meetings.

The meeting ended at 11:30 a.m.

I-75 Oakland County  
Environmental Study  
Council Meeting

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