The sixth set of advisory committee meetings for the I-375 Improvement Project were held on December 13, 2018 at the MDOT Detroit Transportation Service Center. In attendance at the meetings were representatives from the community, churches, businesses, and government. The Government Advisory Committee (GAC) had a total of 5 attendees, and the Local Advisory Committee (LAC) had a total of 15 attendees.

MDOT, the City of Detroit, and the project team were in attendance to present the agenda and solicit feedback. At this set of meetings, the agenda focused on the recommended Preferred Alternative, traffic analysis, non-motorized updates and the Environmental Assessment.

Since the July GAC/LAC meetings, the project team has been coordinating with the City of Detroit, SEMCOG, FHWA and other stakeholders to further develop a Preferred Alternative. These refinements were presented at the meeting to gather feedback from the groups. A final Preferred Alternative will be presented in the completed Environmental Assessment document.

The next agenda item was an update on the traffic analysis. Advisory committee members were presented with existing and future travel times. It is projected that there will be a slight increase in travel time, in some cases 1-5 minutes. Some travel times are projected to remain similar to the no-build travel times. This was followed by presentation of potential reroutes for traffic entering and exiting the Center Business District during peak travel hours.

At the GAC meeting, discussion regarding the recommended Practical Alternatives included discussion of PM congestion and where the SEMCOG modeling boundaries were placed within the study area. At the LAC meeting, discussion included clarifying how the St. Antoine traffic pattern is designed and how traffic will flow through this intersection. Additionally, there were discussions regarding signal timing along the proposed boulevard. Signal optimization, the adjustment of signal timings to improve traffic flow, will be implemented to decrease travel delays during the AM and PM peak hours. A question was also raised on how the traffic model determines what rerouting people will use. The model uses the city street grid to predict where users will find the route that makes most sense for them. Lastly, at the LAC, it was mentioned that there is an opportunity to use rerouting as part of the messaging for how users will interact with the proposed boulevard.

The next portion of the meeting covered non-motorized updates including pedestrian and bicycle facilities along the proposed boulevard. At both meetings, there was discussion about the Gratiot median width and how it will be reduced at intersections to accommodate left turns. At the LAC, other items that were discussed include; crossing times at the medians on the proposed boulevard, refinements on Gratiot to
allow non-motorized crossing at the Dequindre Cut, boundaries of bicycle facilities, and how the addition of a two-way bike path affected modeling outcomes.

Several LAC attendees inquired if the project team had considered construction staging and the impacts to local businesses. The extent of construction impacts will not fully be determined until final design, however a high-level constructability review is included with the Environmental Assessment. Further conversation considered the potential for construction activities to be coordinated with the reconstruction of I-94 through downtown Detroit.

Lastly, the team updated the advisory committees on the status of the Environmental Assessment.

Additional comments included the possibility to modify Blue Cross Blue Shield loading zone to accommodate angle parking, instead of parallel parking, for Holy Family Church, the absence of underground parking due to safety and utility placement, the future zoning for excess land, the process to acquire excess land, the naming process of the boulevard. Finally, there was a question on why the Gratiot/St. Aubin/Vernor intersection has not been addressed. This is the case because the intersection is not a located within the project limits.
375 IMPROVEMENT PROJECT
GOVERNMENT ADVISORY COMMITTEE AGENDA

SUBJECT
I-375 Improvement Project Government Advisory Committee Meeting

MEETING LOCATION
Detroit TSC, 1060 W. Fort St., Detroit, MI 48226

DATE/TIME
December 13, 2018, 2:00PM-4:00PM

1. Welcome

2. Introduction of Advisory Committee Members

3. Project Updates
   A. Coordination with Stakeholders
   B. Recommended Preferred Alternative
      i. Traffic Impacts
      ii. Non-Motorized
   C. Environmental Assessment Status
   D. Schedule Update
   E. Next Steps

4. Local Items for Sharing
   A. Advisory Committee members are encouraged to share items of interest from their respective organization(s) that may impact the I-375 Improvement Project or other Advisory Committee members

5. Other
375 IMPROVEMENT PROJECT  
LOCAL ADVISORY COMMITTEE AGENDA  

SUBJECT I-375 Improvement Project Local Advisory Committee Meeting  
MEETING LOCATION Detroit TSC, 1060 W. Fort St, Detroit, MI 48226  
DATE/TIME December 13, 2018, 5:30 PM - 7:30 PM  

1. Welcome  
2. Introductions of Advisory Committee Members  
3. Project Updates  
   A. Coordination with Stakeholders  
   B. Recommended Preferred Alternative  
      i. Traffic Impacts  
      ii. Non-Motorized  
   C. Environmental Assessment Status  
   D. Schedule Update  
   E. Next Steps  
4. Local Items for Sharing  
   A. Advisory Committee members are encouraged to share items of interest from their respective organization(s) that may impact the I-375 Improvement Project or other Advisory Committee members  
5. Other  
6. Public Comment
I-375 Improvement Project
GOVERNMENT AND LOCAL ADVISORY COMMITTEE MEETING
DECEMBER 13, 2018
Agenda

Welcome
Introductions of Advisory Committee Members
Project Updates
  • Coordination with Stakeholders
  • Recommended Preferred Alternative
    • Traffic Updates
    • Non-Motorized
  • Environmental Assessment Status
  • Schedule Update
  • Next Steps
Local Items for Sharing
## Project Purpose

<table>
<thead>
<tr>
<th>Address</th>
<th>Address infrastructure condition.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address</td>
<td>Address obsolete interchange design and deteriorated bridges and roadway.</td>
</tr>
<tr>
<td>Address</td>
<td>Address existing and future transportation needs and roadway safety for all users.</td>
</tr>
<tr>
<td>Improve</td>
<td>Improve vehicular and non-motorized connectivity to surrounding area and existing and planned transit services (which may result in improved community health).</td>
</tr>
<tr>
<td>Enhance</td>
<td>Enhance access to enable future development and other place-making opportunities.</td>
</tr>
</tbody>
</table>
### Project Need

<table>
<thead>
<tr>
<th>Deteriorating</th>
<th>Deteriorating bridge and pavement conditions.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outdated</td>
<td>Outdated geometric conditions, such as ramp widths and curvature, which result in elevated crash rates and congestion.</td>
</tr>
<tr>
<td>Lacking Connections</td>
<td>Lacking vehicles and pedestrians connections to the East Riverfront.</td>
</tr>
<tr>
<td>Connectivity</td>
<td>Poor connectivity and confusing access to downtown destinations through I-75/I-375 and Gratiot Avenue Connector.</td>
</tr>
<tr>
<td>Congestion</td>
<td>Congestion and safety issues along Jefferson Avenue Corridor due to high volumes and inefficient left turning movements.</td>
</tr>
<tr>
<td>Poor Environment</td>
<td>Poor environment for transit and non-motorized travel.</td>
</tr>
</tbody>
</table>
Coordination with Stakeholders

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

*The Preferred Alternative is not final and updates are on going*
Boulevard lane configuration has been modified to reduce overall width.

Median reduced from 50-ft to 26-ft.

Indirect left turns (Michigan Lefts) changed to direct left turns.
10-ft sidewalks proposed along the new local road.

25-ft sidewalks proposed along the Boulevard.

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

Existing Lafayette bike lanes connected across the Boulevard to downtown.
New connection across the Boulevard provided at Clinton to improve connectivity.

Local road stops at Monroe Avenue.

Accommodate two-way traffic at Macomb Street.
Truck access provided for loading dock and on-street parking maintained.
Reconfiguration of Gratiot and Madison interchange to provide improved traffic flow to Madison from I-75.

Improved pedestrian crossing at Madison/St. Antoine
SB I-75 exit ramp and NB I-75 entrance ramp proposed at Brush Street.
Auxiliary lane proposed along I-75 between Brush Street and Mack Avenue in each direction to improve traffic flow and safety.
Traffic Updates
A Dynamic Traffic Assignment Analysis model has been developed to better understand the potential changes to traffic patterns associated with the proposed changes to the I-75/I-375 interchange and reduction of the vehicular capacity for the I-375 corridor.
Potential Reroutes for Traffic Entering Central Business District (CBD) in AM Period

Note: 1% is approximately 20 vehicles per hour on average over the two-hour AM peak period
Potential Reroutes for Traffic Leaving CBD in PM Period

Note: 1% is approximately 20 vehicles per hour on average over the four-hour PM peak period
I-375 to/from Jefferson

Travel Times

**Morning Travel Times (minutes):**
- **Inbound PEAK DIRECTION:**
  - Future No-Build: 4.3
  - Future Boulevard: 5.7
  - 1 minute slower than No-Build
- **Outbound:**
  - Future No-Build: 3.4
  - Future Boulevard: 5.9
  - 3 minutes slower than No-Build

**Afternoon Travel Times (minutes):**
- **Inbound:**
  - Future No-Build: 4.6
  - Future Boulevard: 4.4
- **Outbound PEAK DIRECTION:**
  - Future No-Build: 3.9
  - Future Boulevard: 9.2
  - 5 minutes slower than No-Build

Note: This travel time includes time spent on Jefferson. The next slide shows the travel time in the Build condition without time spent on Jefferson for comparison.
I-375 to/from Chrysler Freeway
Travel Times

Morning Travel Times (minutes)

<table>
<thead>
<tr>
<th></th>
<th>Inbound</th>
<th>Outbound</th>
</tr>
</thead>
<tbody>
<tr>
<td>PEAK DIRECTION</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inbound</td>
<td>4.6</td>
<td></td>
</tr>
<tr>
<td>Outbound</td>
<td>3.8</td>
<td></td>
</tr>
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</table>

Afternoon Travel Times (minutes)

<table>
<thead>
<tr>
<th></th>
<th>Inbound</th>
<th>Outbound</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3.3</td>
<td>5.4</td>
</tr>
</tbody>
</table>

Note: This slide shows the travel time in the Build condition without time spent on Jefferson for comparison with the previous slide.
I-75 NB/SB Travel Times

Morning Travel Times (minutes)

- I-75 Southbound
  - Future No-Build: 1.7
  - Future Boulevard: 2.5
  - 1 minute slower than No-Build

- I-75 Northbound
  - Future No-Build: 6.1
  - Future Boulevard: 2.4
  - 4 minutes faster than No-Build

Afternoon Travel Times (minutes)

- I-75 Southbound
  - Future No-Build: 1.9
  - Future Boulevard: 1.7
  - Similar Travel Times

- I-75 Northbound
  - Future No-Build: 2.4
  - Future Boulevard: 3.4
  - 1 minute faster than No-Build
Gratiot Travel Times

Afternoon Travel Times (minutes)

<table>
<thead>
<tr>
<th>Inbound PEAK DIRECTION</th>
<th>2.7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outbound</td>
<td>3.1</td>
</tr>
</tbody>
</table>

Morning Travel Times (minutes)

<table>
<thead>
<tr>
<th>Inbound PEAK DIRECTION</th>
<th>3.1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outbound</td>
<td>2.2</td>
</tr>
</tbody>
</table>

Future No-Build

Future Boulevard

1 minute slower than No-Build

Similar Travel Times
Greektown to/from I-375
Travel Times

### Morning Travel Times (minutes)

**Inbound PEAK DIRECTION**
- Future No-Build: 1.1
- Future Boulevard: 0.8

**Outbound**
- Future No-Build: 1.4
- Future Boulevard: 0.9

Similar Travel Times

### Afternoon Travel Times (minutes)

**Inbound**
- Future No-Build: 0.9
- Future Boulevard: 0.5

**Outbound PEAK DIRECTION**
- Future No-Build: 1.4
- Future Boulevard: 1

Similar Travel Times
Non-Motorized Updates
Gratiot Avenue
Looking northeast toward Eastern Market
375 Boulevard
Looking to the Riverfront
Environmental Assessment Update

◦ Continuing to define the Preferred Alternative
  ◦ Stakeholder engagement
  ◦ Workshops with the City of Detroit and SEMCOG
  ◦ Coordination with FHWA
  ◦ Geometric refinements

◦ Examining impacts to cultural, natural, social and economic resources

◦ Technical Reports
Schedule Updates/Next Steps

- Winter/Spring 2019: EA available for Public Review
- Winter/Spring 2019: Public Hearing
- Spring/Summer 2019: Finding of No Significant Impact (FONSI)
Local Items for Sharing
Thank you!