



THE VEHICLE

ANN ARBOR-YPSILANTI URBAN AREA TRANSPORTATION STUDY COMMITTEE

July 1998

TEA-21 Improves Safety Programs

On June 9, 1998 President Clinton signed the Transportation Equity Act for the 21st Century (TEA-21). In addition to providing money for road construction and transit programs, the bill includes several programs to improve driver and vehicle safety. Among these safety programs are two that aim to decrease the number of motor vehicle crashes involving alcohol use.

One program is related to the legal Bodily Alcohol Content (BAC) limit; it offers incentive grants to states that make a BAC of .08 the legal limit for drivers over 21 years old. Fifteen states currently have .08 as the legal limit, though it is still .10 in Michigan.

Studies show that all persons are impaired enough at a BAC of .08 to make driving difficult, and possibly dangerous. For a 170 lb. male, roughly four and a half drinks in one hour on an empty stomach will boost his BAC to .08. For a 137 lb. woman, it would take a little over three drinks in one hour on an empty stomach to boost her BAC to .08.

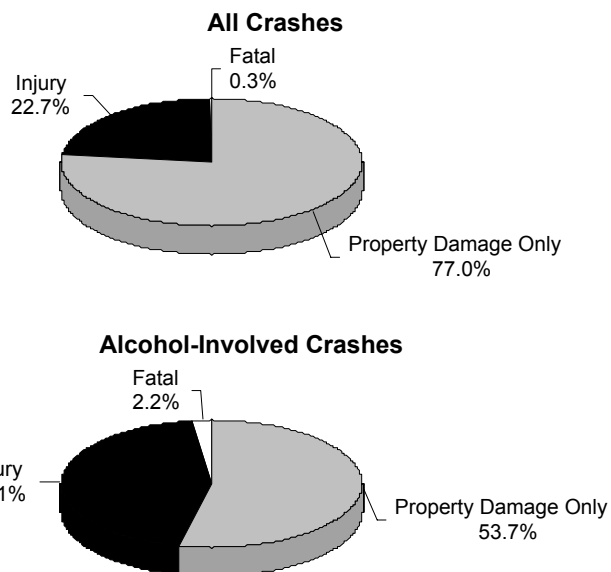
Those who support changing the BAC to .08 believe that this change will save lives, as many as 600 per year on a national level. This program offers \$500 million over the next six fiscal

to states (must meet performance criteria) that demonstrate specific programs to deter drunk driving or show fewer fatalities involving impaired drivers. Under this program, the Secretary of Transportation will make basic grants to states meeting either of the above criteria. The budget for this program is \$219.5 million over six years.

In addition to the alcohol-safety programs, the TEA-21 includes driver and vehicle safety programs for safety belt use, occupant protection, and railway-highway

crossings. The Seat Belt Incentive Grants aim to increase safety belt use rates. States that improve their safety belt use rate receive funds based on the amount of the annual savings in medical costs to the Federal Government resulting from this increase in safety belt use. For example, in 1996, 78.2% of all drivers and injured passengers involved in crashes statewide reported using safety belts. If the percentage of safety belt usage were to increase, Michigan would be eligible to receive money under this new program. TEA-21 provides \$500 million over five fiscal years for

Crashes by Injury Severity, 1996



Note: The problem of the drinking driver, pedestrian, and/or cyclist is seen when one compares the two charts. A fatality in the crash is seven times more likely when one of the crash-involved operators is reported as had been drinking.

this program.

Related to the safety belt incentive grants are occupant protection incentive grants. These grants work to increase safety belt and child safety seat use in two ways. The first part of this program offers grants to those states that develop detailed plans to meet the goals of the program. The second part not only aims to increase child passenger protection, but also aims to educate the public about the necessity of using these devices.

In Michigan, the law requires every child under one year of age riding in either the front or the back seat of a vehicle be in a Child Restraint Device (CRD). Any child between the ages of one and four must be in a CRD when riding in the front seat of a vehicle and must either be in a CRD or restrained with a safety belt when riding in the back seat. Furthermore, every child between the ages of four and sixteen must wear a safety belt when riding in either the front or the back seat of a vehicle. The driver of the vehicle will receive a citation for any child not restrained.

Another program listed under Safety is the Railway-Highway Crossings program. TEA-21 increases the funding for Operation Lifesaver from \$300,000 to \$500,000 per year. This program works to improve pedestrian and vehicle safety at railway-highway crossings.

The information for this article was obtained from the Federal Highway Administration, as well as from the Office of Highway Safety Planning.

For more information about TEA-21, look at the Federal Highway Administration website (<http://www.fhwa.dot.gov>) or call UATS (734-994-3127). For more

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| <ul style="list-style-type: none"> • <i>There were 435,477 traffic crashes in 1996, 1339 were fatal.</i> • <i>There were 21,911 crashes in 1996 that involved alcohol, 487 were fatal.</i> • <i>There were 1505 people that died in crashes, 555 of these were the result of a crash involving alcohol.</i> • <i>The State's Had Been Drinking (HBD) Fatal Crash Rate is .0508.</i> • <i>In 1996, 616,749 of the 788,209 (78.2%) injured passengers involved in crashes reported they were using occupant restraints.</i> • <i>A direct observation study (observation without the motorists knowing), conducted by the University of Michigan Transportation Research Institute, found an estimated 70.8% of motorists overall used safety belts in 1996.</i> • <i>In 1996, 72.6% of the total number of people involved in a crash with children under age 1 reported using a child restraining device (CRD). In 2% of these crashes, the result was fatal. However, when it was reported that no CRD was used, 12.5% of the crashes resulted in fatalities.</i> • <i>In 1996, 40.5% of the total number of people involved in a crash with children between the ages of 1 and 3 reported using a CRD. Another 39% of the people reported using standard safety belts. In 1.1% of the crashes where it was reported that children were restrained by either a CRD or safety belt, the result was fatal. In contrast, when it was reported that no CRD or safety belt was used, 3% of the crashes resulted in fatalities.</i> • <i>In 1996, 1% of the total number of people involved in a crash with children between the ages of 4 and 16 reported using a CRD. Another 70.8% of the people reported using standard safety belts. In less than 1% of the crashes involving children ages 4-16 who reported wearing safety belts or using a CRD, the result was fatal.</i> • <i>Motor vehicle occupants age 55 to 64 had the highest restraint use (92.9%) of any other age group. Children age 11 to 15 had the lowest reported restraint usage (66.6%).</i> • <i>In 1996, 119 vehicle-train crashes occurred, a 1.7% decrease from 1995.</i> • <i>The National Highway Traffic Safety Administration's 1996 Fatal Accident Reporting System reported 12 fatal train crashes in Michigan, and 15 persons killed as a result of those collisions.</i> |
| <ul style="list-style-type: none"> • <i>There were 12,917 traffic crashes in 1996, 26 were fatal.</i> • <i>In 1996 there were 562 crashes involving drivers who HBD, 13 were fatal.</i> • <i>There were 32 people that died in crashes, 16 of these were the result of a crash involving alcohol.</i> • <i>The County's HBD Fatal Crash Rate is .0440, lower than the State average.</i> • <i>Of the 84 counties in Michigan, Washtenaw ranks 61st in HBD Fatal Crash Rate (rate determined by population).</i> • <i>The number of fatalities related to alcohol-involved crashes decreased from</i> |

interesting crash facts contact the Office of Highway Safety Planning, a division of the Michigan

Department of State Police (517-336-6477). A copy of the 1996 Michigan Traffic Crash Facts

UATS Committees & Meeting Schedules

The Policy Committee is the decision-making body of UATS. It is comprised of elected or appointed officials of each member agency and the Michigan Department of Transportation. The committee is responsible for all activities that require official action. Meetings are scheduled for the third Wednesday of every month at 9:30 a.m.

The Technical Advisory Subcommittee is comprised of technical staff members of the various units of government. This committee is responsible for reviewing all technical aspects of the planning process and coordinating the work of member agencies and units. Meetings are scheduled for the second Wednesday of every month at 10:30 a.m.

All meetings are held at the UATS office at 278 Collingwood in Ann Arbor, Michigan. At the beginning of every meeting there is time allotted for the public to address the committees. Note that meeting times are subject to change. Any questions regarding the schedule

should be directed to the UATS staff at 734-994-3127.

FY-1999 Meeting Schedules

Policy Committee

July 15, 1998
 August 19, 1998
 September 16, 1998
 October 21, 1998
 November 18, 1998
 December 16, 1998
 January 20, 1999
 February 17, 1999
 March 17, 1999
 April 21, 1999
 May 19, 1999
 June 16, 1999

Technical Advisory Sub-Committee

July 8, 1998
 August 12, 1998
 September 9, 1998
 October 14, 1998
 November 11, 1998
 December 9, 1998
 January 13, 1999
 February 10, 1999
 March 10, 1999
 April 14, 1999
 May 12, 1999

Ann Arbor Art Fair Schedule



This year the Ann Arbor Art Fairs will be held July 15, 16, 17, and 18. Once again, AATA will provide shuttle service to the Art Fairs.

The shuttle bus hours are Wednesday through Friday, 8 a.m. to 10 p.m. and Saturday, 8 a.m. to 7 p.m. The buses are scheduled to run an hour before and after the event hours each day.

Shuttle bus parking is available at both Pioneer High School and Briarwood Mall. The stops are located at South University near State Street and at the corner of Main and William Streets. The round-trip fare for riding the shuttle is only \$2, which also includes free trolley rides.

The trolley circulates the Art Fairs providing travel to various locations. The cost is 50¢ per ride, but is free with a shuttle ticket.

The summer construction season is upon us. So...to alleviate some of the problems construction causes, follow the tips below.



- Follow the speed limit. Drive slowly through construction zones.
- Plan alternate routes to avoid further congestion.
- Allow extra time to reach your destination.
- Try ridesharing. It not only saves money and the environment, but also means one less car going through the construction zone.

Washtenaw County Traffic Counts 1998

The May 1998 revised edition of the Washtenaw County Traffic count list is now available at a cost of \$3.25. To receive a copy, please call the UATS office at 734-994-3127 or stop by 278 Collingwood in Ann Arbor.

The list was updated using the most recent traffic count data submitted by the City of Ann Arbor, the City of Ypsilanti, the Washtenaw County Road Commission, and the Michigan Department of Transportation. The list grows longer with each revision. While completing the May 1998 version, we were able to add 51 new count locations to our list, and update 103 existing count locations.



Bicycle Commuting Rate Doubles



According to a study titled, *The Commuting Market*, conducted by Elliot Gluskin, a market research analyst for the bicycle industry, the number of bicycle commuters in the U.S. has doubled in the past eight years to a total of 7 million. Gluskin also estimates that the market for serving bicycle commuters represents over \$4.4 billion in future sales.

These numbers are encouraging to transportation professionals and bicycle advocates. It may not be a coincidence that during the same period that bicycle commuting levels doubled, funding for building safer bicycle facilities shot up under ISTEA. Continued federal funding for bicycle facilities can ensure that the travel preferences of *would-be* bicycle users will be realized. On a local level, we find that the

attitudes and likelihood toward cycling is consistent with the national trend. In May, cities across America celebrated Bike to Work Week in honor of National Bike Month. Here in Ann Arbor the event was a success, with hundreds of cyclists participating in the event. As before, the City of Ann Arbor's Bicycle Program staff headed the effort.

This year, 110 cyclists stopped by one of the checkpoints on Bike to Work Day and filled out a survey. Unfortunately, this number severely underrepresents the actual number of people riding their bikes to work. (Many of the checkpoint volunteers commented that more people rode by on their bikes than those that checked-in.) Of those 110 bikers, 71 indicated

they were first-time participants in the event. Ninety-nine of the bikers indicated they bike at least two times a week with 32 of those people saying they ride their bikes daily throughout the year!

The distances traveled in some cases are quite remarkable, ranging from 1/2 mile up to 20 miles one-way. The average distance traveled one-way was about 8.5 miles.

It appears that Ann Arbor cyclists, like those around the country, will continue to see federal funds devoted to development of bicycle facilities, especially in light of TEA-21 being signed. In time, as people become more environmentally and health conscious, perhaps today's drivers will be tomorrow's cyclists.



OZONE ACTION!
LET'S CLEAR THE AIR.

Ground-level ozone is a pollutant that forms when hydrocarbon emissions react with sunlight. Hydrocarbon emission sources include many of our everyday activities such as driving, filling gas tanks, mowing the lawn, and even painting.

On days when temperatures are high, the sky is clear, and there is little-to-no-wind, the potential for ozone formation is great. Combined with human pollution-generating activities, this is a threat to health and the environment. The Clean Air Coalition of Southeast Michigan urges individuals and businesses to take action to reduce emissions as part of the region's endeavor to achieve cleaner, healthier air. This year, in

particular, Southeast Michigan needs to take an aggressive stance in combating against ozone formation.

In September 1997, the United States Environmental Protection Agency (USEPA) revised the National Ambient Air Quality Standard (NAAQS) for ozone. For nearly 20 years, the standard had been 120 parts per billion (ppb) averaged over a one-hour period. The new revised standard allows a maximum of 80 ppb averaged over eight hours.

Responsible for defining a safe level of ozone in the atmosphere, the USEPA determines the maximum ozone concentration for an area. By definition, the ozone

standard is designed to protect public health. Thus, compliance is mandatory. When an area is in violation of the standard, it is designated "nonattainment", a status accompanied by air pollution regulations and federal mandates.

Prior to April 1995, Southeast Michigan was labeled as a moderate nonattainment area. After several years of air quality improvement efforts, in April 1995, the region was redesignated as an attainment area. The new standard, however, will likely change the attainment status of the region.

Below are some interesting facts about ozone levels in Southeast Michigan:

Continued on page 6.

Upcoming Transportation Workshops and Conferences

The **Michigan 3-C Transportation Planning Directors Association Annual Conference** will be hosted in Traverse City this year. The conference will begin at noon on Wednesday, July 29 and go through Friday, July 31. Registration is \$200 which includes all conference materials and meals, except Thursday dinner.

The Transportation Research Board is hosting a workshop on **Air Quality Impacts of Conventional and Alternative Fuel Vehicles** in Ann Arbor. The workshop focuses on transportation/air quality modeling, alternative fuel vehicles, new technology, and incentives. Planned for August 2-4, the workshop will be held at Weber's Inn. Cost of attending the workshop is \$100 or \$125 after June 30. For registration information, contact Mario Jorquera at 410-962-0077, ext. 3051 or mario.jorquera@fhwa.dot.gov.

The Civil and Environmental Engineering Department at Michigan State University is sponsoring a class on **Pavement Design**. Held August 18-19 at the Kellogg Center and Engineering Building in East Lansing, the two-day class is designed to provide participants with a basic understanding of the concepts and principles needed to undertake pavement design. The course fee is \$300. For more information, contact Laura Taylor at Highway Traffic Safety Programs, Civil & Environmental Engineering, Michigan State University, 3546 Engineering Building, East Lansing, Michigan 48824-1226.

The Michigan Department of Transportation is sponsoring a **Pedestrian and Bicycle Safety and Accommodation** course in August this year. Dan Burden and Leigh Matusick will be teaching the class. This three-day course will be taught at the Kellogg Center in East Lansing on August 25, 26, and 27 from 8 a.m. to 5 p.m. each day. The cost is \$190 which includes continental breakfasts, breaks, and lunches. For registration information, contact Joan DeLau at 517-355-6884.

The first statewide trailways and greenways conference, **Connecting Michigan** is being held at the McCamly Plaza Hotel in Battle Creek this fall. The 3-day conference (September 27-29) will offer several keynote speakers, three seminar tracks: "Getting Started," "Developing and Implementing Projects," and "Policy Issues," as well as abundant networking opportunities.

The **National Association of Governors' Highway Safety Representatives (NAGHSR) 1998 Annual Meeting** will be in Dearborn, October 4-7, at the Hyatt Regency Hotel. This is a unique opportunity for those interested in attending the meeting. More information is available at the NAGHSR website at www.naghsr.org. Registration forms are available through the Office of Highway Safety Planning. Contact Anne Readett at 517-333-5317.

For more information on any of these events, contact UATS at 734-994-



UATS periodically receives reports and documents on various topics related to transportation. These publications are stored in the UATS library and can be loaned out on a short term basis.

Michigan Fatal-Traffic-Crash Patterns: 1993-1995. The University of Michigan Transportation Research Institute. (June 1997)

Quick Response Freight Manual. Prepared by Cambridge Systematics, Inc.; COMSIS Corp.; and the University of Wisconsin-Milwaukee for U.S. Department of Transportation and Environmental Protection Agency. (September 1996)

Urban Transportation Planning in the United States: An Historical Overview. Prepared by Edward Weiner. (September 1997)

Transportation Statistics Beyond ISTE: Critical Gaps and Strategic Responses. U.S. Department of Transportation, Bureau of Transportation Statistics. (January 1998)

Surface Transportation Research and Development Plan. 4th ed. U.S. Department of Transportation. (1997)

Journal of Transportation and Statistics. U.S. Department of Transportation, Bureau of Transportation Statistics. (January 1998)

- In 1997, we had one monitor
Continued from page 3.

exceed the old standard for only an hour. Had the new standard been in effect, the region would have had 14 full exceedance days, with multiple monitors surpassing the standard.

- If only 20% of Southeast Michigan carpooled on Ozone Action! days, it would keep more than 100 tons of ozone-forming pollutants out of the air we breathe each time.
- More than one million Southeast Michigan households participate in Ozone Action! days, clearing the air by voluntarily reducing pollution on the days it counts the most.

For more information about Ozone Action! contact Eve Pidgeon, Ozone Action! Program Coordinator 313-961-4266 or pidgeon@semcog.org.

Tips to Improve Air Quality ALL the Time!

- Reduce your automobile use by biking, walking, car or van pooling. A telephone call to 313-963-RIDE or 973-6500 in Washtenaw County can show you how to join, or even start, a ride-sharing program.
- Avoid long periods of unnecessary idling. Sitting in place for a while at the drive-through window or waiting for a friend? Turn your engine off, saving fuel and keeping the air cleaner.
- Combine trips whenever possible. Stopping at home between errands means more cold starts and more emissions.
- Avoid spilling gas when you are at the fuel pump.
- Make sure your gas caps—on your vehicles, gas cans and maintenance equipment—are replaced when missing or when their threads are stripped.
- Pick one day a week to leave your car at home. If only 1% of America's car owners did this, it would save millions of gallons of gasoline a year and keep a good deal of pollutants out of the atmosphere.
- Consider natural gas, propane, or electric grills as alternatives next time you replace your backyard or patio barbecue.
- Consider manual or electric-powered lawn and garden maintenance equipment when replacing your gasoline-powered polluters.
- Ask your employer to install bike racks for employees who wish to ride to work.
- Tell your friends, family, and co-workers what you are doing and why. Education and small modification of activities will do wonders for keeping air cleaner in our corner of the world.

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