



THE VEHICLE

ANN ARBOR-YPSILANTI URBAN AREA TRANSPORTATION STUDY COMMITTEE

October 1998

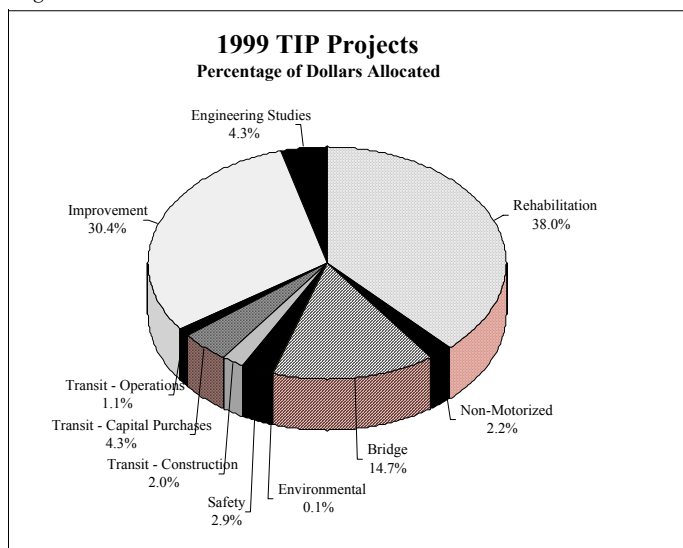
Washtenaw County Transportation Improvement Program

The TIP, which is formally called the Transportation Improvement Program, is a list of proposed capital improvements to the transportation system prioritized according to year. This system includes roadways, transit, and non-motorized path projects. The documentation describes the location, type of project, estimated cost, source of funds and the responsible governmental entity. State, regional and county transportation agencies and local units of government cannot receive federal-aid funding for their projects unless they are contained within the TIP list.

More than just a list, the TIP represents extensive coordination and cooperation among the Southeast Michigan Council of Governments, the Michigan Department of Transportation, six regional and local transit agencies, county road commissions and department of public services and many local units of government.

The breakdown of FY-1999 TIP projects is shown in Figure 1.

Figure 1.



TIP continued on page 3.



OZONE ACTION! LET'S CLEAR THE AIR!

On September 30 the Southeast Michigan Clean Air Coalition will officially declare the end of the 1998 Ozone Action! season. So far this summer there have been less action days than had been forecasted. It was expected that Southeast Michigan would experience more than 20 Ozone Action! days this season, but as of September 13 there have been only 15 days.

There are 9 sites that measure ozone in our region. Those sites are located in: Warren, New Haven, Oak Park, Algonac, Allen Park, Linwood, East-7 Mile, Port Huron, and Ann Arbor. Also included in our region's measurement is information from the Tecumseh site. Though the site is not officially in our region, information is gathered here so that we can measure the effect of carryover from the neighboring regions. According to a summary of the highest 8-hour ozone values for 1998, New Haven had the most exceedence days (10). Ann Arbor was among the sites with the least number of exceedence days.

At the Ann Arbor site, there were only 4 exceedence days recorded. Early in the season, on May 14 and 15, this area exceeded the maximum allowable 90 parts per billion of ozone. These two days were very early in the season, therefore did not cause too much concern. On August 8, the area again exceeded the allowable concentration of ozone. Like the other two days, high levels of ozone on this day was unexpected. The most recent Ozone Action! day was September 13 which was somewhat unexpected as well. It is likely the season will end with only these 4 exceedence days in Ann Arbor and 15 exceedence days total for the region.

What They Don't Teach You In Planning School

By:
Mark Winogron, AICP

This was reprinted with permission from the Los Angeles Section American Planning Association Newsletter, "The Dispatch", where it was first published in Volume 27, Issue 3 May/June 1998.

I've been asked to speak about the essential characteristics of a successful planner. I should probably speak about lots of technical issues, but I don't want to do that. I want to speak about the things they DON'T teach you in planning school because my own personal experience has shown me that those are the things which decide whether you're truly successful. These are based upon 25 years as an employee, and as a person who has hired, fired, promoted, admired and respected hundreds of planners. These are listed in absolutely no priority order. They are both what I look for and what I'd recommend if I were in the shoes of a fresh planner.

1. **Make a difference.** The profession needs someone who wants to make a difference, who actually wants to make the world a better place—someone who is willing to represent the underrepresented.



2. **Be on the balcony.** The field needs someone who can think in the abstract as well as technically. In the words of Ronnie Heifetz, we need people who can stand on the balcony and look down at the dance floor at the same time as they are dancing.

3. **Speak well.** It is essential to be a good public speaker as well as an excellent and active participant in the conversations in the office.



4. **Write well.** We need good writers, not technical writers. You need to relearn how to write. I think of planners as investigative journalists, writing for a newspaper or the audience. You need the poetic quality of a good beat writer.

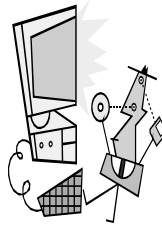
5. **No fear.** It is essential that you are not fear-based. You must have the skills of a good salesperson, someone who is comfortable cold-calling strangers. Someone who is willing to challenge and be outspoken.

6. **Administration from below.** A successful planner must be able to administer and orchestrate the people above them, their supervisors and council members (albeit tactfully and diplomatically).

7. **Be political.** We need people who understand that decision making at all levels is always political. Read the newspaper everyday.

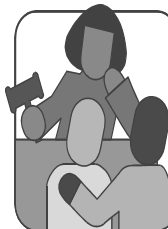
8. **Be professional.** It is essential to be involved in professional associations. There are three reasons: manipulative, altruistic and protective. Being active is a shrewd way to make contacts and build your career; it is also essential to give back to the profession for no reason other than giving back; it is also essential to stay on the crest of the wave of change within the profession.

9. **Details and numbers.** We need planners who are detail oriented as well as generalists, and they must know and understand basic numbers. They may not have to be able to do sophisticated regression analysis, but they have to know basic numbers.



10. **Be alert.** We don't need planners with tunnel vision. We need people who are observant in the present and who have the ability to look beyond the present and out to the future.

11. **Know the law.** The system of law is where the power lies. I'm always shocked at how few planners know the difference, e.g., between superior court and district court. Planners are often intimidated by drafting laws, or changing laws. Don't be! The law is where the power lies.



12. **Think three dimensionally.** Life is lived in three dimensions, even though most of planning has been done in maps and plans which are all two-dimensional. The Zen Buddhists say the map is not the territory. The territory has three dimensions.

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Planning continued from page 2.

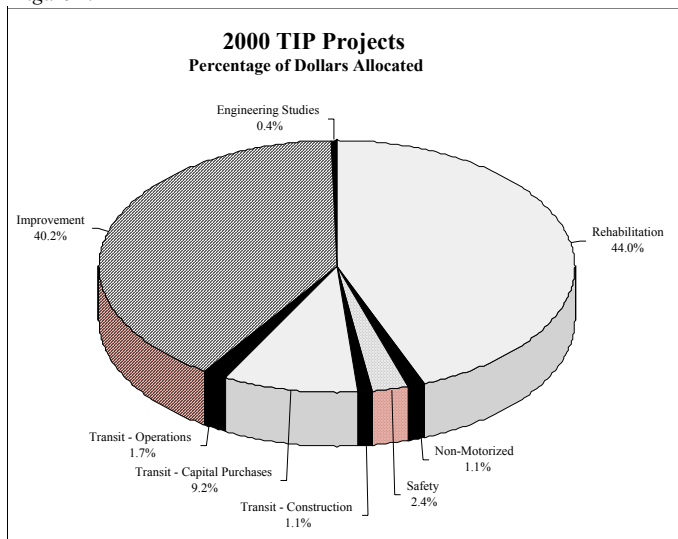
13. **Always ask questions.** I look for people who are

TIP continued from page 1.

Combining all sources of funding, the total TIP budget is \$56,071,000. There are a total of 68 projects programmed for FY-1999, of those the majority (19) are rehabilitation projects. Most of these are resurfacing and reconstruction projects which total \$21,308,000 of the total program budget. In the FY-1999 program, there are 9 projects programmed for the Non-Motorized, Bridge, and Improvement categories. Non-motorized projects include construction of sidewalks and bike paths. Most of the bridge projects are MDOT initiated and entail deck replacement, widening, resurfacing, and painting of the freeway bridges. The 9 improvement projects include: paving, interconnecting signals, and widening. The remaining projects are divided among the other categories: Environmental, Safety, Transit, and Engineering Studies.

The TIP project distribution for FY-2000 is shown in Figure 2.

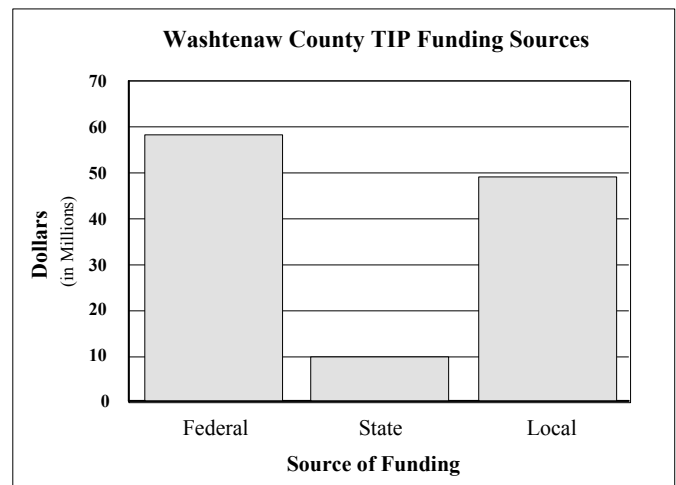
Figure 2.



Adding all of the funding sources together, the total program budget is \$61,346,000. Forty-one projects are scheduled for construction in the FY-2000 season. Most (16) of those projects are rehabilitation-type projects. Eleven of the 42 projects are transit-related; 7 are capital purchases, which include purchase of replacement buses as well as buses for service expansion and computer equipment, 2 projects are construction-related which include design and construction of a park-&-ride lot as well as non-revenue bus purchases, and 2 projects are operations-related which include planning and rural assistance. The remainder of the projects are divided among the other categories.

The next two figures show information about the combined TIP program years (1999 and 2000). Figure 3 compares the dollars from all three major sources of funding: local, state, and federal. The total dollar value programmed for both 1999 and 2000 is \$117,417,000. Nearly half of the program budget, \$58,473,000, are federal dollars. The State of Michigan is contributing only \$9,694,000, while the local governments have committed \$49,250,000 for the next two years.

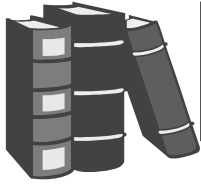
Figure 3. Figure 4 shows the number of projects in each



project category for both of the years programmed in the TIP. In each year, rehabilitation projects are the most common. While non-motorized, bridge, and improvement projects are plentiful in 1999, they are outnumbered by the transit projects in 2000. There are 7 engineering studies planned for 1999, including: reconstruction of the Broadway bridges, West Liberty, and US-23 at Nixon Road; resurfacing Miller, I-94 from Mill Creek east to M-14, and US-12 from east of Saline to Munger Road; and construction of a sidewalk along Platt Road.

Figure 4.

Category	FY-1999	FY-2000
Rehabilitation	18	16
Non-Motorized	9	3
Bridge	9	4
Environmental	1	0
Safety	6	3
Transit - Construction	1	2
Transit - Capital Improvements	6	7
Transit - Operations	2	2
Improvement	9	4
Engineering Studies	7	1



From the Library

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.

1999 Highway Safety Performance Plan,

Office of Highway Safety Planning, Department of State Police.

This report summarizes the activities of the Office of Highway Safety Planning for fiscal year 1999. The report displays the year's budget, goal and project determination processes. The plan also identifies problem analysis, outcomes, performance measures, data sources and strategies for dealing with each of the 12 program areas.

North American Transportation Atlas Data (NORTAD) CD-ROM,

Bureau of Transportation Statistics, U.S. Department of Transportation.

The NORTAD is the department's first atlas to provide information about transportation facilities in all three countries across North America: Canada, Mexico, and the United States.

Transportation Statistics Annual Report 1998,

Bureau of Transportation Statistics, U.S. Department of Transportation.

This document provides a comprehensive assessment of the nation's transportation system and the state of transportation statistics. It analyzes trends and recent developments related to travel, the movement of freight, the economic performance of transportation, safety, and energy and the environmental consequences of transportation.

Map of Transportation in North America 1998,

Bureau of Transportation Statistics, U.S. Department of Transportation.

The map illustrates major highways, major rail lines, major cities, major airports, and border crossings in North America. Major cities include metropolitan statistical areas with a population of one million and major airports are those with annual enplanements of at least 100,000.

always trying to learn, who are always curious. In fact, I find I am wary of employees who are not asking questions during strategy discussions.

14. **Be kind.** At least act kindly toward others. And keep your dysfunctions at home. I have never had to fire somebody for technical reasons; it has always been because they could not control their own personal demons, and could not keep them at home.

15. **Be honest.** In some organizations, the truth is a commodity to be managed. For the planner, the truth is to be discovered. Always gravitate to the truth. Always be ethical. Always be willing to confront or walk away from unethical behavior. Always be discrete.

16. **Be compassionate.** Compassion is defined as suffering with the other. Always believe that if you were in that other person's shoes, whether it is the applicant or the neighbor who hates the applicant, you would believe and act in the exact way they are. Always start from their shoes and work from there.



17. **Speak plainly.** Always explain to others in a way they can understand. Our bad reputation is based partly on our inability to speak anything but PlanSpeak or GovSpeak. It is your responsibility to translate, not theirs.

18. **Be a leader.** All planners are leaders. Whether you are leading the applicant or are the voice of the rules or the representative of the firm, you are always a leader. Act like one.



19. **Resolve conflicts.** Always do the difficult first. Deal with conflict well. Always be willing to confront conflict rapidly. Learn how to be a good negotiator and mediator.

20. **Lead a balanced life.** A successful planner must be a balanced individual: in their private life, within the office and with the public or clients. You are no good to the office or to the public if you lead an unbalanced life.

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Upcoming Transportation Workshops and Conferences

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.

The Tri-County Regional Planning Commission and MDOT are co-sponsoring a **TransCAD Training Course** for the benefit of local and state transportation planning professionals. The course is scheduled for October 7-9 at MDOT's Logan Center Training Center in Lansing. The cost is \$95.00 and Howard Simkowitz, Caliper Corporation, will be teaching the course. Registration will be accepted on a first come, first served basis. For more information, contact the Tri-County Regional Planning Commission at 517-393-0342.

Michigan State University is sponsoring two one-day courses in late October. The first, **Traffic Modeling for Managers**, is intended to provide an overview of how computer simulation can be used as a traffic modeling tool for transportation purposes. The class will also devote time to discussing how budgeting can be applied to traffic modeling projects. This class is scheduled for October 20 at the Kellogg Center in East Lansing and the fee is \$100. Registration information can be obtained from Laura Taylor at 517-353-1790. The second class being offered is an **Introduction to CORSIM** which is scheduled for October 21 at the Engineering Building on the Michigan State campus. This one-day class is intended to provide an introduction to conducting highway corridor simulation using computer modeling techniques. It will discuss data requirements, data entry, coding techniques, and provide actual hands-on, personal computer experience. The fee for this class is \$125. For registration information, contact Laura Taylor at 517-353-1790.

Other classes and workshops being offered by Michigan State University in the coming months are:

Class	Date	Site	Fee
Introduction to Highway Sight Distance	Oct. 27 or Nov. 3	Okemos	\$100
Practical Applications for Highway Sight Distance	Oct. 28 or Nov. 4	Okemos	\$100
Introduction to Highway-Railroad Grade Crossing Issues	Nov. 10 or Dec. 8	Lansing	\$100
Introduction to Accident Investigation for Traffic Engineers/Technicians	Jan. 19, 1999 or Jan. 26, 1999	Okemos	\$125

For information on any of these upcoming classes, contact Thomas Krycinski at 517-353-9782.

The Region 5 offices of the Federal Transit Administration and Federal Highway Administration, in cooperation with the Environmental Protection Agency, will be hosting a Planning Workshop this fall in Chicago. The workshop is scheduled for October 26-28 at the Metcalfe Federal Building in downtown Chicago. The theme of the workshop is **Planning for the 21st Century** and agenda items include TEA-21, air quality, and intermodal planning issues among other things. For registration information, contact Debbie Martinez by fax at 708-283-3501.

The seventh national conference on metropolitan transportation planning issues, **Preserving, Managing, Operating and Developing Transportation Systems in the 21st Century**, will be held in Dallas this year. Sponsored by the Association of Metropolitan Planning organizations and the North Central Texas Council of Governments, the conference is scheduled for October 28-31 at the LeMeridien Hotel. For registration information, contact Ms. Sylvia Bryant at 202-457-0710 Ext. 18.

For more information on any of these events, contact UATS at 734-994-3127.

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We are asked to do the most difficult of all work: we are asked to shepherd change. We can always learn the technical parts. The more difficult parts come from within. And perhaps more important than any of the 20 listed above, maintain a sense of humor and gentleness. Never take it too seriously. The Desiderata says, "Beyond a wholesome discipline, be gentle with your self." These things may all seem difficult, but not doing them makes life a lot more difficult.

The preceding was an excerpt from the keynote speech given by Mark Winogron at the Los Angeles Section Annual Student Career Day. Mr. Winogron is the former director of the Los Angeles Section of APA. He is presently the Director of Community Development for the City of Culver City, responsible for a team of 50. He was awarded the Distinguished Leadership Award by the California Chapter of APA in 1991.

.....Fun Facts.....

- The number of motor vehicle miles traveled has increased in recent years. In 1992, MDOT calculated the MVMT was 84 billion. In 1996 the MVMT rose to 87.7 billion.
- The number of traffic deaths has decreased in recent years. From a report produced by the Office of Highway Safety Planning, the annual traffic death toll for 1995 was 1,537. In 1996 that number was 1,505 and for 1997 the number decreased further to 1,409.
- Based on the latest National Safety Council formula (\$3.98M per traffic death), the economic loss from all traffic crashes in 1997 was \$5,607,800,000.

We are currently updating our mailing files. If you are no longer interested in receiving this newsletter or if you would like to receive your own copy of this newsletter, please contact the UATS office.

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