



THE VEHICLE

ANN ARBOR-YPSILANTI URBAN AREA TRANSPORTATION STUDY COMMITTEE

July 1999

Washtenaw County Receives 8 Enhancement Awards

We are happy to announce that Washtenaw County communities combined, were awarded eight Enhancement grants, earning over two-million dollars for the county.

The Transportation Equity Act for the 21st Century (TEA-21) of 1998 continued to fund the transportation enhancement activities established by The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 through the year 2003. Ten percent of the federal Surface Transportation Fund is set aside for activities which aim to improve Michigan's intermodal transportation network and overall quality of life. The competition for funding is strong, local projects compete with project submissions statewide. This year, 219 projects were awarded funding worth \$41.5 million. UATS is very proud to report that over \$2 million of that was awarded to Washtenaw County.

The City of Ypsilanti and Ypsilanti Township received six of the eight grants awarded for Washtenaw County as part of an ongoing Huron-Whittaker Corridor Study supporting the goals of each community's Master Plans and the City's Huron River Corridor Study. Many of these applications were submitted as a result of a joint effort with the Michigan Department of Transportation (MDOT). The City of Ann Arbor received one grant and the MDOT was the recipient of

one grant, also supported by the City of Ann Arbor and Pittsfield Township, for a project in Washtenaw County.

Below is the list of the Enhancement projects awarded funding for Washtenaw County.

I-94/Huron Street Interchange Landscape Enhancements - To plant trees, shrubs and flowers, with an emphasis on the use of native materials, and to install decorative lighting and signage at the I-94 interchange with Huron Street and Whittaker Road bordering the City of Ypsilanti and Ypsilanti Township.

Enhancement Funds = \$316,000
Match = \$79,000
Total Project = \$395,000
(MDOT was the applicant for this project in partnership with the City of Ypsilanti and Ypsilanti Township.)

I-94/Huron Street Interchange Non-Motorized Crossing Study - To conduct a research and planning study to determine options for development of a pedestrian and bicycle crossing over the I-94 Bridge at Huron Street and Whittaker Road. The non-motorized crossing would effectively link the City and Township across I-94.

Enhancement Funds = \$36,000
Match = \$9,000
Total Project = \$45,000
(MDOT was the applicant for this project

in partnership with the City of Ypsilanti and Ypsilanti Township.)

Michigan Avenue Median Streetscape Project - To construct a brick surfaced median and install traffic signage and flower beds to improve the pedestrian access and enhance streetscape along Michigan Avenue, from the intersection of Michigan Avenue, Congress and Ballard Streets to the bridge over the Huron River in Ypsilanti.

Enhancement Funds = \$560,000
Match = \$140,000
Total Project = \$700,000
(MDOT was the applicant for this project in partnership with the City of Ypsilanti.)

N. Huron River Drive/Campus Corridor Non-Motorized Pathway - To construct a ten-foot wide asphalt multi-use path, with a scenic overlook, on the Huron River near the historic Peninsula Paper Co. Dam, along the south side of Huron River Drive from Hewitt to LeForge Roads in Ypsilanti. This pedestrian and bicycle path will connect existing pathways along this heavily traveled route between Ann Arbor and Ypsilanti.

Enhancement Funds = \$396,000
Match = \$99,000
Total Project = \$495,000
(The City of Ypsilanti was the applicant for this project in partnership with Eastern Michigan University.)

Tyler Road Non-Motorized

Grants continued on page 5.

UATS Committees & Meeting Schedules Model Calibration Update

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 held the third Wednesday of every month at 9:30 a.m., unless cancelled because there is no business.

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. These meetings are held the second Wednesday of every month at 10:30 a.m., unless cancelled because there is no business.

All meetings are published in The Ann Arbor News and 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

Do You Want to Remain on the Mailing List?

In an effort to update our files and mailing lists, we are requesting that you either call, fax or e-mail us to let us know that you are still interested in receiving *The Vehicle*. Those we do not hear from by September 1, 1999 will be dropped from the mailing list. The newsletter is published quarterly (January, April, July and October). If you would like to continue to receive the newsletter or if you know someone who should be added to the mailing list, please let us know.

Phone: 734-994-3127
Fax: 734-994-3129
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The model calibration contract was initiated at the end of January 1999. Cambridge Systematics (CS) of Massachusetts was retained with Sigma Associates to complete the development of the Washtenaw County travel model. This contract will add transit and non-motorized modes to the existing model. The model will also be calibrated to provide more representative projections.

The contract is progressing although slightly behind schedule. The consultant has completed error checking of the network and has reviewed the trip generation models used to estimate future travel. CS has also obtained and evaluated the existing SEMCOG mode choice data files. The SEMCOG mode choice model will provide a point of reference for the Washtenaw County model. The mode choice model estimates the travel modes chosen for each trip such as drive alone, carpool, transit, bike or walk.

Area type was estimated from population and employment densities and has been reviewed by UATS and local agencies. The area types are central business district, urban, suburban and rural. A travel speed table by functional class and area type was developed from local speed data collected using the traffic counters or SMART trailers.

Trip generation models were developed from the SEMCOG survey data for home-based work, university, school, shopping, other and non-home-based purposes. Although the trip generation rates are similar to the regional rates there are

differences between the assumptions used in these models and those used in SEMCOG models.

The new travel model will also use new computer software changing from TranPlan to TP+ or VIPER. The model calibration is expected to be completed early in 2000. The revised model will be used for the next long range planning process after the 2025 Plan.

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

FY-2000 Meeting Schedules

Policy Committee

July 21, 1999
August 18, 1999
September 15, 1999
October 20, 1999
November 17, 1999
December 15, 1999
January 19, 2000
February 16, 2000
March 15, 2000
April 19, 2000
May 17, 2000
June 21, 2000

Technical Advisory Sub-Committee

July 14, 1999
August 11, 1999
September 8, 1999
October 13, 1999
November 10, 1999
December 8, 1999
January 12, 2000
February 9, 2000
March 8, 2000
April 12, 2000

Local Communities Conduct Walkable Audits

Three local communities, the Village of Dexter, City of Saline and City of Ypsilanti, in conjunction with the Southeast Michigan Council of Governments (SEMCOG) hosted Walkable Communities workshops and audits. The sessions were designed to introduce participants to walkability issues in general, to highlight problems specific to the local areas and to begin discussion of possible improvements and solutions. Representatives from a range of groups and organizations were invited to attend the workshops in an effort to gain a cross-section of community perspectives.

Each session began with a slide show by two of SEMCOG's consultants, Charles Gandy of Austin, Texas and Peter Lagerway of Seattle, Washington. The slides depicted communities from around the world and illustrated common problems and innovative solutions. A second slide show was presented by a local representative to highlight the area's overall pedestrian atmosphere and problem areas. The participants, with the consultants, had an opportunity to walk through the focus areas in the village and each of the cities. The four-hour sessions ended with brainstorming about possible solutions and the consultants offered suggestions and implementation strategies.

Village of Dexter

The participants in Dexter prioritized the areas they were most concerned about. They identified the Dexter-Ann Arbor Road Corridor, the dead end on Third Street and east Hudson Street. Janet Keller shared some

background of each of the areas before the group started the walk.

Several solutions to Dexter's problem areas that were discussed during the audit included the installation of a flashing light on Dexter-Ann Arbor Road between the Huron Farms residential development and Mill Creek Middle School. This signal would only need to be activated during school hours and would greatly enhance the safety of this crossing. A possible solution to the Third Street problems is the construction of a traffic circle at the offset intersection of Inverness and Third Streets. The effectiveness of this traffic circle would be increased if implemented in conjunction with the proposed traffic circle that would connect Third Street with a new condominium development to the east.

Overall, Lagerway and Gandy were very impressed with Dexter's past and current efforts towards a more walkable community. They pointed to the recently completed downtown streetscape improvements, the design of the new residential development and the Village's sidewalk improvement plans.

City of Saline

The group in Saline followed the same format as the other communities; they discussed the problems associated with walking, shared the visions of a Walkable Community, focussed on local issues, followed by the actual walk-thru of the City and evaluation and recommendations concluding the four-hour presentation.

In Saline, the walk-thru included

the 100 block of S. Ann Arbor Street where discussion focussed on the possibility of a mid-block crosswalk, aided by bump-outs of the curb and required signage. The remainder of the walk-thru involved Michigan Avenue (US-12) from Harris Street to Mills Road. The speakers noticed that the traffic noise level was extremely high. Also, it was agreed that from the center of Saline to the west city limits there are no safe crossings. The consultants suggested Mills Road and Valley Boulevard be potential locations for pedestrian signals on US-12.

City of Ypsilanti

The City of Ypsilanti's walkable community workshop focused upon the pedestrian linkages from Eastern Michigan University (EMU) to the Depot Town and Downtown Business Districts. With representatives from MDOT, the City of Ypsilanti, and EMU, the workshop focused on approximately 1 1/2 miles of West Cross Street, Washtenaw Avenue, and N. Hamilton Street.

Attendees had the opportunity to walk the target area to see some of the challenges and opportunities described in the slide presentation. During the walk, the group actively discussed potential solutions for some of those areas needing improvements, while recognizing those portions of the project area that function well.

Although it was difficult in the short time frame to identify specific recommendations across the target area, everyone involved came away with a greater knowledge, and most importantly, a consciousness of what



**OZONE
ACTION!**
LET'S CLEAR THE AIR.

TIPS

Ozone Action! is a voluntary emissions reduction initiative, that asks people to do what they can to reduce pollution on the days it counts the most. Taking Action! by following Ozone Action! tips keeps tons of ozone-forming pollutants out of the air we breathe and helps to keep ozone levels down and air cleaner. Southeast Michigan has been taking Ozone Action! since 1994.

At ground-level, excess ozone is a human health threat, causing lung problems and eye irritation. Everybody is vulnerable to ozone's affects, but children, the elderly, people with respiratory conditions and those who work, exercise or play strenuously outdoors are particularly at risk. In the stratosphere, however, the ozone layer acts as a shield, protecting us from harmful ultraviolet rays. Ozone Action! addresses the importance of preventing the formation of ground-level ozone and protecting public health.

Ground-level ozone is one of the toughest pollution problems to control because much of the problem is caused by weather. Still, something must be done about it and, since we can't control the weather factors that contribute to ozone formation, it is important to look at other things. Ground-level ozone forms when weather conditions combine with pollutants. Many of these pollutants are caused by industry and many are caused by the everyday activities of individuals.

Individually, our cars, lawnmowers

and refueling habits are not the main culprits in pollution. Cumulatively, however, these activities are both responsible for ozone-forming emissions and capable of preventing such pollution.

Automobile use is a good example of how much we pollute and how much we can reduce pollution. Combined travel in Southeast Michigan adds up to more than 120 million miles per day and a huge amount of emissions. If Southeast Michigan reduced its automobile use by just 20 percent on Ozone Action! days, we could eliminate more than 100 tons of ozone-forming pollutants from the air each time we breathe.

As a way to reduce peak-hour highway congestion, SEMCOG promotes flexible scheduling. They have recently published three new brochures describing some innovative options available to both employers and employees - Rideshare, Telework and Flextime. These are innovative ways to reduce congestion when it's most needed; programs sure to benefit both businesses and individuals. Copies of these brochures can be obtained from Anita Blasius at 313-961-4266.

The previous information was obtained from the SEMCOG website. For additional information about Ozone Action! check the



- 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

Grants continued from page 1.

Pathway - To construct a ten-foot-wide pedestrian and bicycle pathway along Tyler Road from Grove to Harris roads in Ypsilanti. The one-mile multi-use path will enhance pedestrian and bicycle access to several schools, adjoining neighborhoods and the retail center located between Tyler Road and I-94.

Enhancement Funds = \$316,000
 Match = \$79,000
 Total Project = \$395,000
(Ypsilanti Township was the applicant for this project.)

Riverside Park West Link - To construct stairway, retaining walls, concrete and decorative brick path and plaza; install lighting, benches and trash receptacles; and plant canopy, ornamental and evergreen trees, shrubs and groundcover to establish a pedestrian connection between the Ypsilanti Arts Center on E. Huron Street (M-17) and Riverside Park in downtown Ypsilanti.

Enhancement Funds = \$263,340
 Match = \$65,835
 Total Project = \$329,175
(The City of Ypsilanti was the applicant for this project in partnership with MDOT.)

Scio Church Bike Lane/Path - To construct a five-foot-wide bicycle lane and pedestrian path along Scio Church Road from the I-94 bridge to a point 180 feet east of Covington Road. Also, a ten-foot wide bicycle and pedestrian path will be constructed southerly through the Churchill Downs and Eisenhower Parkway parks in Ann Arbor.

Enhancement Funds = \$147,000
 Match = \$63,000
 Total Project = \$210,000
(The City of Ann Arbor was the applicant for this project.)

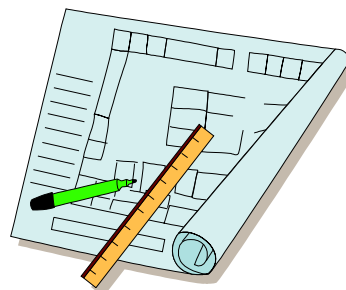
US-23/M-17 Crossing Study - To

2000 Transportation Enhancement Fund Allocations by Community			
	Enhancement Funds	Local Match	Total
City of Ypsilanti	\$1,571,340*	\$392,835	\$1,964,175
Ypsilanti Township	316,000	79,000	395,000
City of Ann Arbor	183,000*	72,000	255,000
MDOT	1,607,340*	401,835	2,009,175
Washtenaw County Total	\$2,070,340**	\$543,835	\$2,614,175
Statewide Total	\$42,494,289	\$21,865,880	\$64,360,169

* Includes Enhancement Funds from all project involved with (i.e. partnerships).
 ** Represents all of the funds awarded county-wide; each project is counted only once.

conduct a planning and design study to determine and evaluate options for development of a non-motorized crossing of US-23 on Washtenaw Avenue (M-17) in Ann Arbor. The main objectives for this project are to develop solutions for similar interchanges nationwide and to determine the most effective solution for this location.

Enhancement Funds = \$36,000
 Match = \$9,000
 Total Project = \$45,000
(MDOT was the applicant for this project, with support from the City of Ann Arbor and Pittsfield Township.)



The Ann Arbor

30 Years
30 Days
30 Cents

Transportation Authority (AATA) will be celebrating their 30th anniversary in September! In honor of this occasion AATA will offer 30-cent fares on all AATA services for the entire month of September! The theme for the month is Reliving 1969!

During the National Try Transit week in September, AATA will offer special promotions for their passengers and special celebrations for the drivers as well as a community-wide party to celebrate their 30 years of service to the area.

Standard Safety Belt Enforcement Passes!

On May 26, 1999, Governor John Engler signed SB 335, the standard enforcement bill, the final step for approval. This legislation represents the culmination of a long-term effort by traffic safety and injury prevention advocates to reduce traffic deaths and injuries through increased safety belt use. The law will take effect in late March or early April 2000.

This legislation removes the secondary enforcement provision for non-safety-belt use by adult drivers and front seat passengers. Additionally, the bill strengthens Michigan's child passenger safety law by requiring children under the age of 4 years old to be restrained in a child passenger seat whether in the front or in the rear seat of a vehicle. The current law allows children that are 2 and 3 years old to be restrained only by a seat belt if in the rear seat.

Some provisions of the bill include:

- The driver and all front seat passengers must wear safety belts.
- All children under 4 years old must be in a child safety restraint that meets federal standards, whether in the front or rear seat.
- Violators face a civil infraction and a \$25 fine. Points will not be assessed.
- The intent of the legislation is that enforcement will be conducted in a manner to save lives, and not harass the citizens of Michigan.

In addition to the increased safety of Michigan residents, the safety belt law could make Michigan eligible for two grants available to states under TEA-21. Under Section 157 of TEA-21, \$500 million is available in grants for states' efforts to increase seat belt use. Michigan currently only receives \$290,000, which is divided between MDOT's programs and State Police Office of Highway Safety Planning for public awareness and education of the safety belt law. (Reportedly, in comparison, California receives \$16.7 million and Ohio receives \$1.2 million.) It is believed by many that with the passage of the safety belt law Michigan could be eligible for more funds under this grant. A second grant, Section 405 of TEA-21, provides \$83 million in grants for traffic safety programs, including occupant protection. Michigan currently does not receive this grant.



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.

Land Use Compendium, Texas Transportation Institute (March 1998).

Given the importance of land use issues, the Federal Highway and Federal Transit Administrations have prepared this compendium of information as an aid to practitioners contemplating development of an approach to evaluating the land use impacts of alternative transportation investments and policies. This compendium, distributed as part of the Travel Model Improvement Program (TMIP), contains three documents.

Transportation Technology Plan, Committee on Technology, Subcommittee on Transportation R&D, National Science and Technology Council (November 1998).

The purpose of this report is to highlight ongoing Federal research efforts in the transportation technology

Upcoming Transportation Workshops and Conferences

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

Michigan State University is again offering specialty classes in the area of traffic safety/traffic engineering this year. For registration information contact Laura Taylor at 517-353-1790. Following are a list of classes scheduled for the next few months:

A class on **Pavement Rehabilitation** will be held at the Holiday Inn in Grayling on August 23 and 24. The class costs \$325.

MSU will also be hosting a class on **Pavement Design**. This class will be offered September 21 and 22 at the Kellogg Center in East Lansing. Cost for this class is \$325 and size is limited.

AATA Changes Service Downtown Trip Reduction Program

What is the fastest-growing part of the City of Ann Arbor? What area of Ann Arbor has the lowest level of AATA service? The answer to both questions is the same - northeast Ann Arbor. In August, 1999 the service level in northeast Ann Arbor will be increased with the addition of service every 15 minutes on the #2 Plymouth Route between the Blake Transit Center and Plymouth Mall. Service frequency on the #2 Plymouth route will also be increased on Saturday afternoon.

With this change, the AATA will provide peak-hour service at least every 15 minutes on most of the major routes to downtown, Miller, Liberty, Main, State, Packard, Washtenaw and Plymouth.

Other service changes taking effect in August are:

- the #22 North-South Connector route will be changed to provide service between North Campus and the Green Road Park and Ride Lot;
- the #3 Huron River route will be changed to serve the new front entrance of the VA Medical Center and no longer serve the Heart and Vascular entrance at the St. Joseph Medical Center;
- the #12A Miller-Liberty route will be changed to serve the Kroger store on Maple, and no longer serve Kuehnle and Sequoia Streets; and
- the #16 route will be changed to serve the Kohl's store on Waters Road.

Beginning this Fall, everyone who works in downtown Ann Arbor will get an AATA bus pass - at no cost to the employee. It's part of a major new program designed to reduce traffic and parking downtown.

The bus passes are being paid for by a grant to AATA from the federal Congestion Mitigation/Air Quality program, with additional funds from the City of Ann Arbor, Ann Arbor Downtown Development Authority (DDA), and State of Michigan.

The other major part of the program is a Downtown Employee Transportation Coordinator who will be responsible for encouraging downtown employees to use alternatives to driving and parking by:

- developing and distributing materials to employees;
- working with employers to provide incentives/reduce barriers;
- coordinating with AATA transit and ridesharing programs, City Bicycle Program, DDA parking programs, and University programs; and
- administer the transit pass program.

The Coordinator will be employed by the Ann Arbor Chamber of Commerce. The Chamber, City, DDA and AATA are jointly administering this program.

Putting a transit pass into the pocket of people - even those who do not intend to use it regularly - has proven to significantly increase transit ridership in other places it has been tried.



Art Fair Shuttle Bus Service

This year the Ann Arbor Art Fairs will be held July 21, 22, 23 and 24. 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.

Huron River Non-Motorized Study

The Huron River valley is an immeasurable community asset. It's a popular destination for bikers, runners, hikers and cars. Due to its natural beauty, the abundance of adjacent parkland and its proximity and accessibility to much of the County's population, it is reasonable to assume that the demand for non-motorized travel in the corridor will continue to increase. With the increase projected in motorized travel, it is reasonable for safety to become a growing concern along the narrow, winding route.

Recognizing the undeniable popularity of the route and the related safety concerns, UATS has initiated a follow-up effort to update the analysis funded by

UATS and prepared by Pollack Design Associates in 1984. The purpose of that study was to inventory existing conditions, identify opportunities and limitations, and to propose alternative alignments for a continuous non-motorized route between the City of Ann Arbor and the Village of Dexter. After updating the 1984 report, UATS plans to develop the environmental analysis and preliminary engineering to identify a preferred alignment for a continuous non-motorized route in the Huron River corridor between the two communities.

UATS will soon convene a meeting of the same communities and organizations that participated in the 1984 study. In addition,

UATS has invited representatives of other groups that were not part of that earlier project but who may be instrumental in the current effort.

The development of a dedicated non-motorized route in the river corridor will require a coordinated effort by many communities, organizations and individuals. Although very challenging, UATS



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