



THE VEHICLE

ANN ARBOR-YPSILANTI URBAN AREA TRANSPORTATION STUDY COMMITTEE

October 1999

2025 Long Range Transportation Plan Update: An Opportunity for Public Comments

The 2025 Long Range Transportation Plan Update for Washtenaw County is near completion. Transportation deficiencies relating to congestion, bridges, transit, safety and pavement have been determined and proposed solutions to those deficiencies have been identified. A draft list of solutions and/or projects has been compiled using lists submitted to UATS by local agencies including: the City of Ann Arbor, the City of Saline, the City of Ypsilanti, the Village of Dexter, the Washtenaw County Road Commission, the Ann Arbor Transportation Authority, and the Michigan Department of Transportation. This draft list of projects will be presented to the public for comment and recommendations during three public meetings. The public is also welcome to attend and offer comments at the regularly scheduled meetings of the UATS Policy and Technical Advisory Committees as well as SEMCOG's Technical Advisory Council, Executive Committee, and General Assembly meetings. A schedule of the regularly scheduled meetings is noted at right. The locations and times for the three public meetings will be determined soon.

Currently, there are approximately 350 projects being considered for

the 2025 Long Range Plan Update, totaling nearly \$708 million. In addition to the programmed projects, a list of "unfunded" projects will also be compiled. These are projects that address the transportation system deficiencies in Washtenaw County but must remain "unfunded" in order to keep the 2025 Plan Update financially constrained as required by the Transportation Equity Act of the 21st Century (TEA-21).

Those attending any of the meetings

below will have the opportunity to view maps illustrating the identified deficiencies in Washtenaw County and the proposed solutions to address those deficiencies. Summary information for the 2025 Plan Update will also be available at local libraries and municipal buildings. The information presented is divided into the five year increments that make up the Plan's structure. Anyone interested in obtaining this information prior to the meetings can do so by contacting UATS at 734-994-3127.

Public Meetings

Dates and Locations to be determined.

UATS Technical Advisory Committee Meeting

December 1, 1999 - 10:30 a.m.

UATS Offices, 278 Collingwood, Ann Arbor

UATS Policy Committee Meeting

December 15, 1999 - 9:30 a.m. (UATS Offices)

SEMCOG Transportation Advisory Council Meeting

February 23, 2000 - 9:30 a.m.

SEMCOG Offices, 660 Plaza Drive, 19th Floor, Detroit

SEMCOG Executive Committee Meeting

February 25, 2000 - 1:00 p.m. (SEMCOG Offices)

SEMCOG General Assembly Meeting

March 30, 2000 - 4:30 p.m.

Southfield Center for the Arts, 24350 Southfield Rd., Southfield

Member Agencies Recommend Projects for CMAQ Funding: Call for Safety and Enhancement Projects

Congestion Mitigation/Air Quality

The U.S. Congress created the CMAQ program with the Transportation Equity Act for the 21st Century, also known as TEA-21. The primary purpose of this program is to fund improvements to the transportation system in nonattainment and maintenance areas which reduce vehicle exhaust emissions. This federal-aid program will fund projects that improve the flow of traffic on the existing roadway system, transit services and projects and programs that reduce the demand for the roadway system. In most cases the CMAQ program provides 80 percent of the project cost; the applicant is responsible for the balance. Traffic signal improvements may be funded at 100 percent of the project cost.

This most recent call for projects was for fiscal years 2000-2002. Approximately \$30 million is available to the region for each of the next three years. A prioritized list of CMAQ projects was submitted to the Southeast Michigan Council of Governments

and the Michigan Department of Transportation for Washtenaw County.

Currently there are calls for both Safety and Enhancement Projects.

Safety

A program that was continued with the passage of TEA-21 is the Local Safety Program. The funds from this program are to be used for highway safety improvements or rail highway crossings on the state and local system. Eligible projects include: replacement, installation or elimination of guardrail, replacement of bridge railing and approach guardrail, upgrading of traffic signs and signals, removal of roadside obstacles, drainage improvements, and minor intersection improvements. Each individual safety project is generally small, usually with a project cost of \$500,000 or less. Projects are federally funded at 80 percent, with a maximum of \$200,000.

This call for projects is for fiscal years 2000 and 2001. All

applications are due to UATS by November 1, 1999 for prioritization by both the Technical Advisory and Policy Committees. A finalized list is due to MDOT by November 30, 1999.

Enhancement

This program, like the Safety Program, was also continued with the passage of TEA-21. Ten percent of the Surface Transportation Fund is set aside for Enhancement activities. The activities that are allowed are classified into four categories. *Non-motorized Facilities* include bicycle and pedestrian facilities, preservation of abandoned railway corridors, and safety and educational activities. *Transportation Aesthetics* include acquisition of scenic easements and scenic sites, scenic highway programs, landscaping and beautification, and control and removal of outdoor advertising. *Water Quality and Wildlife Mortality* includes efforts to reduce water pollution due to highway runoff and efforts to reduce animal mortality and maintain wildlife habitat connectivity across transportation facilities. *Historic Preservation* includes acquisition of historic sites, historic highway programs, historic preservation, rehabilitation of establishment historic structures, archaeological planning and research, and the establishment of transportation museums.

This call for FY-2001 Transportation Enhancement Projects is due to MDOT by December 6, 1999. All applications must include letters of support from both SEMCOG and UATS.

FY 2000-2002 CMAQ Submissions

- ◆ 16 projects were submitted for FY-2000 at a cumulative total project cost of \$4,964,000. The amount of CMAQ funding being sought is \$4,084,000.
- ◆ 10 projects were submitted for FY 2001 at a cumulative total project cost of \$13,254,000. The amount of CMAQ funding being sought is \$10,354,000.
- ◆ 11 projects were submitted for FY 2002 at a cumulative total project cost of \$21,262,000. The amount of CMAQ funding being sought is \$16,848,000.

Note: There were a total of 28 projects submitted. The breakdown by year (above) counts each phase of a project separately.

Agency Updates

A variety of projects were completed or will soon be completed during the 1999 construction season. Some projects were delayed until next season. The following is an explanation of the various agencies' projects, their costs and the expected time of completion.

City of Ypsilanti

The City of Ypsilanti has several projects that are nearing completion. At the corners of Spring and Grove and Spring and Prospect the traffic signals will be replaced and pavement repairs will be made. The project is funded through an MDOT Safety Grant as well as local funds and will cost \$125,000. Both projects should be completed in October. The reconstruction of LeForge Road, north of the Huron River Bridge to the 1500 block of Clark Road, and the realignment of the intersection is nearing completion. The project also includes the widening of the street to three lanes, and sidewalks, curb and gutter are also included. The project will cost \$788,950. S. Prospect Street between Martin Place and Tyler Road will be resurfaced in conjunction with YCUA utility work. Selected sidewalks and curbs will be repaired as well. The project cost estimate is \$195,000 and comes from local funding sources.

City of Ann Arbor

The City's transportation division has two projects that were started in May of this year and should be completed in October. Thermal plastic pavement markings will be applied to 57 selected intersections on local and major streets. The project will cost \$75,000. The other project will entail the

application of permanent thermal plastic pavement markers on 99 miles of selected major arterials. The cost of this project is \$80,000. In July of this year, raised centerline reflectors were added to 10.7 miles of selected streets (\$26,750). The application of crack seal on 37 miles of local and major streets (\$315,000) and the application of chip seal, slurry or MicroSeal to 10 miles of selected local streets (\$350,000).

The City's engineering division has several projects as well. In September, a stretch of Huron Parkway was resurfaced and a center turn lane was added. The bike path was also reconstructed (\$1.28 million). The downtown resurfacing project, which entails resurfacing of six downtown streets (\$800,000), is expected to be finished by the end of October.

Additionally, the City has programmed several projects for later completion. November is the expected date of completion for the resurfacing of 46 local streets (\$3.9 million). In June of 2000, the reconstruction of South Industrial Highway will be completed, including the addition of curb and gutter and center left turn lane. Sidewalks will be installed and a signal will be installed at the corner of Stimson and S. Industrial (\$4.3 million).

City of Saline

New roads were built in the Wildwood Subdivision in August. The roads were privately built but are now under public control. The City has three projects that are expected to be completed in November. These include: the reconstruction of six residential

streets in the Crestwood Subdivision at a cost of \$260,000, the reconstruction of Clark Street at a cost of \$120,000 and the installation of new water mains and the rehabilitation of Linden Court and East McKay at a cost of \$20,000.

Village of Dexter

The Village of Dexter will be installing new sidewalks along Dexter-Ann Arbor Road and Inverness in the spring of 2000. The project will cost \$107,000 and ~~is funded through local sources as~~ well as an Enhancement Grant.

Village of Manchester

Manchester has two projects slated for the spring of 2000. West Main, from M-52 to Elton Street, and Adrian Street, from Territorial to the southern village limits, will be reconstructed. The projects will cost \$190,700 and \$110,060 respectively and will be funded with STP- Rural and local funds. The projects should be completed by the summer of 2000.

Washtenaw County Road Commission (WCRC)

Like the cities and villages mentioned earlier, road improvements occurred all around the County this summer. In the eastern part of the County, the WCRC teamed with Ypsilanti Township to reconstruct Cross Street, from Harris to the City of Ypsilanti. The pavement was reconstructed, and sidewalks and curb and gutter were installed. The WCRC also widened Dixboro, north and south of the intersection with Plymouth to three lanes. This project was funded locally. The intersection of Carpenter and

Textile is being widened to three lanes on each leg and a signal will be installed. A Safety grant was awarded to the WCRC for this project. Also this summer, the WCRC reconstructed Carpenter Road from Ellsworth to Packard. This project was funded through federal Surface Transportation Funds.

Another project that is partially being funded by the federal Surface Transportation Program is the reconstruction of Ellsworth, from State to Plaza Drive. This segment is not only being reconstructed as an all-season route, but also widened to three lanes. This project is currently underway and is expected to be completed later this fall.

After nearly three years of being closed, the Eight Mile Bridge over the Tobin Drain will be replaced. The project will start later this month. It is being funded with Critical Bridge monies. In addition to these projects, the WCRC programmed \$1 million as part of their Seasonal Overlay Program, to ~~resurface thirty miles of roads~~ throughout the County.

Michigan Department of Transportation (MDOT)

The segment of Michigan Avenue from Ecorse Road to Ballard Street and some of the adjacent road segments will be resurfaced. Selected curbs will be repaired as well. The project will cost \$400,000.

MDOT has completed two projects recently. US-12, from US-23 to Industrial Drive, was milled and resurfaced and Washtenaw (M-17), from Carpenter to Cross, was repaired. The projects cost \$500,000 and \$280,000 respectively

and were paid through state funds.

MDOT has several projects slated for completion in the fall. Oakwood, on the EMU campus, will be reconstructed and widened (\$400,000). The dual portion of M-14 and US-23, between the tri-levels will be widened (\$6.5 million). I-94, from Ellsworth to E. Junction of US-12 will be resurfaced and the concrete barrier will be replaced (\$9 million). The I-94 Bridge under the Georgina Pedestrian Bridge will be reconstructed (\$800,000) and US-23, from Old Plank Road to Carpenter, will be reconstructed (\$6 million). The US-23 Bridge under Carpenter Road will be rehabilitated (\$860,000). The Liberty, Scio Church and Stone School Bridges over I-94 will be improved (\$1.2 million).

Additionally, a guardrail will be installed in the median of US-23 from the west junction of M-14 to the Huron River in Livingston County (\$1.9 million) and the ~~Stoney Creek and Willis Road~~ Bridges over US-23 will be overlaid (\$800,000).

Ann Arbor Transportation Authority (AATA)

The AATA, the City of Ann Arbor, the Downtown Development Authority and the Chamber of Commerce have implemented a program to alleviate parking and congestion problems in the downtown area. Phase I of the project includes the hiring of the **D o w n t o w n E m p l o y e e** Transportation Coordinator, Lara Thomas, and the beginning of the 'Get Downtown' bus pass program including the dispersal of the 'Go!' passes. Phase I covers a two year period, ending in September 2001 and will cost \$275,000. Funding for this program was obtained from

Upcoming Transportation Seminars

SEMCOG is sponsoring a half-day seminar for local elected officials and state, county and local government representatives who are interested in maximizing ITS applications locally. The workshop is titled, *ITS Solutions to Local Government Problems*. The agenda includes: a review of Federal Highway Administration policy, an overview of national and regional ITS architecture, an overview of how ITS can be applied to local issues from national experts, and a discussion of next steps and available resources.

While ITS technologies are widely used to improve freeway operations, there are also many success stories about ITS applications at the local level. ITS can help to manage parking, show you where your fleet is at any given time and help you to coordinate your various emergency vehicles. This SEMCOG sponsored seminar will present information and share success stories on ITS applications focusing on local government needs. There will also be the opportunity for interested attendees to sign up to be part of a regional committee to recommend how ITS should be implemented and expanded in Southeast Michigan.

The seminar will be held at the Holiday Inn - Fairlane on Thursday, October 28, 1999 from 9 a.m. to noon. The seminar is free, but seating is limited. Call Tom Bruff (313-961-4266) at SEMCOG by October 22, 1999 to reserve your space.

Bike Racks on Buses: ATA's Wheels Can Now Carry Your Wheels



You can now enjoy the opportunity to combine your daily commute and rest assured that if the weather turns or your back simply cannot handle the evening's workload, you can easily ride The Ride home with your bike securely stored in an exterior bike rack.

The procedure for loading and unloading your bike on/off the front of an ATA bus is easy! Each bus can carry two bikes.

Loading your bike

- 1) Prepare your bike for loading by removing all water bottles, pumps and other loose items.
- 2) After the bus approaches, inform the driver that you will be loading your bike. Load your bicycle from the curb or in front of the bus. **DO NOT** step into oncoming traffic to load your bike.
- 3) Pull up on the handle and down on the rack to release the rack if your bike is the first bike to load. You only need to use one hand. Do not lean your bike against the bus.
- 4) Lift your bicycle onto the bike rack and fit the wheels into the proper wheel slots. Each wheel slot is clearly labeled for the front and rear wheel. The front wheels easily slide into the rack with the rear wheels following.
- 5) Raise the support arm over the front tire. Your bike is now securely latched.
- 6) Board the bus and enjoy the ride. Pay your fare, the bike rides free! If both bike positions are filled you will need to wait for the next bus to utilize the rack.

Unloading your bike

- 1) Inform the bus driver that you will be unloading your bike as you approach your stop. Use the front door to exit the bus. Unload your bike from the front of the bus or the curb. **DO NOT** step into the traffic lane.
- 2) Raise the support arm off the tire. The support arm automatically folds down to a secure position.
- 3) Lift your bike off the bike rack.
- 4) Fold up the bike rack if there is not another bike loaded. The bike rack will lock into place.
- 5) Step away from the bus with your bicycle.

Remember that all ATA drivers are trained to use the exterior bike racks, so don't hesitate to ask for assistance. If you have questions, call 973-6500 or visit the ATA website at <http://theride.org>.

Seminars continued from page 4.

Michigan's Local Technical Assistance Program (LTAP) is sponsoring a series of innovative financing seminars titled, ***Identifying Funding Resources for Local Road Projects***. This series of seminars is being offered to provide vital information on funding opportunities for rural, small, and mid-sized communities throughout Michigan. Through the inventive use of grants, loans, and private investment, local agencies can expand the capabilities of their limited budgets.

The workshops will cover such topics as: State Infrastructure Banks, Federal Encouragement of Private Capital, Budget-Effective Leveraging of Federal Funds, Enhancement Projects, Relaxing Restrictions on Federal Aid, Opportunities for Local Funding, and more.

Representatives of federal, state, and successful agencies will discuss practical methods that local agencies could apply to the planning of their own infrastructure projects.

These one-day seminars are being offered at various locations around the state. On November 18, 1999 the seminar will be offered in Ann Arbor at the Campus Inn. The fee for the workshop is \$30 which includes notebook resource binder and lunch. To register or for a complete listing of dates and locations where the seminar is being offered call the LTAP office at 906-487-2102. Class size is



1999 Ozone Action! Season Comes to an End

The 1999 Ozone Action! season officially ended Friday, October 1, according to the Clean Air Coalition of Southeast Michigan. With the September 23 arrival of autumn and its associated shorter and cooler days, concerns about unhealthy concentrations of ozone can hibernate until spring. "People and businesses were really positive about the program this year and we are all a little healthier as a result," says Anita Blasius, Clean Air Coalition Community Outreach Manager. "Now that autumn is here, people can breathe easy about ozone."

And it is well-deserved relief. This was a record summer for the six-year-old Ozone Action! program, with 26 Action! days - a result of a

consistently warm mid-summer and a new, more stringent health standard defined by the US Environmental Protection Agency (USEPA). The Coalition assures people that the abrupt increase in Ozone Action! days this year does not indicate worse air quality. It is, instead, reflective of consistently warm weather and the new health standard.

The new health indicator used by the Coalition to forecast Ozone Action! days targets an average of 85 parts (of ozone) per billion (ppb) over an eight-hour period as potentially unhealthy. In past years, Coalition meteorologists forecasted Ozone Action! days based on predicted one-hour peaks above 100 ppb, thought to affect the majority

of the population. In 1998, USEPA defined the eight-hour standard to address concerns of those most susceptible to ozone's health effects - particularly children and those with existing respiratory illnesses.

Quality-assured data - available within the next month - will confirm whether the region's ozone concentrations exceeded the new standard more or less often than 1998's 17 exceedence days. Another comparison, though, shows things in a decisively positive light. In 1999 Southeast Michigan only exceeded the old, one-hour standard once. This is a significant improvement over 1998 when ozone levels exceeded that standard on three different days.

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