



THE VEHICLE

ANN ARBOR-YPSILANTI URBAN AREA TRANSPORTATION STUDY COMMITTEE

October 2000

Agency Updates

City of Ypsilanti

The Washtenaw County Road Commission joined the City to complete a final sidewalk/drive approach on LeForge Road where a retaining wall was constructed previously. Two other federally funded projects, the I-94 Interchange Landscaping and Michigan Avenue Median, had to be delayed. Work on both projects is expected to begin in spring 2001 with completion by summer of the same year.

City of Saline

New roads were scheduled to be built in the Torwood Subdivision this year. Construction of the roads has been delayed until next season. They will be built with private funds but upon completion of the roads the Saline City Council will vote to have them recognized as public facilities. In early August, the Saline voters approved bonding in the amount of \$3 million for several street projects to be phased over the next few years.

Washtenaw County Road Commission

The WCRC completed several projects this year, including the widening of Zeeb Road from Park to Jackson. Geddes Road, from US-23 to Dixboro was reconstructed. Curb and gutters were installed and the right turn lane was extended. Several of the WCRC projects are still underway,

with a scheduled completion date of November. Nixon Road from US-23 to Pontiac Trail is being paved with shoulders. Pontiac Trail at Eight Mile Road will be widened to 3 lanes and a traffic signal will be installed. This represents a joint effort with the Oakland County Road Commission. Whittaker Road at the Ypsilanti Township Library, southeast of Stony Creek will be widened and both right and left turn lanes will be added. This project is scheduled to be completed this fall. Some of the projects had to be delayed until next construction season. Among them are the intersection of Liberty and Wagner which will be widened to 3 lanes and upgraded with the installation of a signal. Another project scheduled to begin in the spring is the widening and traffic signal installation at Whittaker Road where it meets Textile. Rawsonville Road from Textile to I-94 South Service Drive will be widened to 5 lanes. This is a joint

project with the Wayne County Road Commission. It will begin next spring and is scheduled to be completed sometime during the fall.

Village of Dexter

The Village received an Enhancement Grant to construct sidewalks along Dexter-Ann Arbor Road, Inverness and Central Streets. The bids for this project were approved and engineers have begun to stake the locations. Construction should be completed this fall. The sewer and water main installation project started early this year will be completed in winter of 2001. The well field is completed, the waste water plant is underway, the water mains have all been installed, the northeast sanitary system is 90% complete with the road resurfacing being 75% complete. The Village has just started the sewer and water main extension to the High School; this project should be completed by spring of next year.

Updates continued on page 2.



2025 Long Range Available

- ★ The 2025 Long Range Transportation Plan for Washtenaw County will soon be available for viewing at local libraries and municipal buildings. The documents will also be available for purchase at the UATS office. The cost for one copy is \$15.00.
- ★ For a quick description of the Long Range Plan and what it includes, pick up a free Summary brochure. These, too, will be available at local libraries and municipal buildings, as well as UATS.



**Ann Arbor
Transportation Authority**

It's been a busy summer for AATA. They have extended service, which previously touched the fringes of Ann Arbor, to the City of Saline. Buses run hourly, from about 8 AM to 6 PM on weekdays and 10:15 AM to 5:15 PM on weekends. Route 16, which was renamed Ann Arbor-Saline, serves 25 bus stops in Saline, including the Saline Recreation Complex, Saline High School, the senior center on Maple Road, Saline Community Hospital and along Michigan Avenue. The fare for boardings along the Saline portion of Route 16 will be \$1.00.

In addition to the expanded service to Saline, AATA has extended commuter service to Downtown Ann Arbor and Kerrytown from Pioneer High School. A bus leaves the high school approximately every 15 minutes. AATA has also added Sunday service to many of the fixed-routes. Most of the added Sunday service will resemble the Saturday service already being provided. This increase in weekend service took effect in late August 2000.

Beginning October 1, 2000 AATA will change to a three-zone fare structure. Fares are dependent on the zone where one boards the bus. The new zoned fare structure is being implemented in an effort to continue to expand and improve transit service throughout the Ann Arbor-Ypsilanti urbanized area and to offset the increased costs incurred by local governments. This is the first fare increase since 1991. For additional information about the new zone structure call 734-973-6500 or visit the website at www.theride.org.

City of Ann Arbor

Many of the projects the City planned to complete this season are done. The Glen/Fuller/Maiden Lane signal interconnect project was completed early in the season. The Glazier Way Road improvements were completed in July as were the Stadium Blvd./S. Maple Road intersection improvements and the Plymouth/Green Roads intersection improvements. Several of the projects were finished in August, including: the signal interconnect projects at Eisenhower/Packard, from Ann Arbor-Saline to Turnberry and Plymouth Road, from Swift to US-23. Through the City's miscellaneous sidewalk and bike path gap program, gaps were filled along South Main Street, Scio Church and Eisenhower Parkway.

Though many of the projects are already complete, there are still more ongoing. The Surface Treatment Project which includes the application of chip seal, slurry or microseal surface seals to extend the life of the pavement has been ongoing since June. Contractors expect to be finished by the end of October. Also scheduled to be completed by the end of the month is the application of permanent thermal plastic pavement markings at 60 intersections and 82 miles of major street surfaces throughout the city, the 2000 Downtown Resurfacing Project which includes resurfacing 11 downtown streets and the construction of a sidewalk on the south side of West Liberty at the I-94 overpass.

The City hired contractors to apply crack seal to 2.75 miles of roads. The project started in September and will be completed by November. Other projects expected

Updates continued on page 3.

**FY-2001
Enhancement
Awards
Announced**

Washtenaw County received three Enhancement Awards for FY-2001. The City of Ann Arbor received two of the awards while the City of Ypsilanti received one.



Ann Arbor was awarded funds for the construction of a 4250 feet non-motorized path from the south end of

Whitmore Lake Road south through Bandemere Park to Lakeshore Drive and N. Main Street. The paved bicycle-pedestrian path will provide a safe alternative to sidewalks on N. Main Street (BR US-23). The budget for this project includes \$98,000 in federal funds with a match of \$42,000 from the Ann Arbor parks millage for a total project cost of \$140,000.



The second project that was funded allows for landscaping of the South State Street median between I-94 and south of Eisenhower.

The beautification effort involves replacing portions of the paved traffic island surface with planting beds of shade trees, flowering trees, evergreens and shrubs. The proposed budget is \$70,000, half of which was awarded as the Enhancement Grant.

Enhancement continued on page 3.

UATS Director Wins Award



UATS is pleased to announce that Robert Tetens (Executive Director of the agency) along with Jennifer Goulet (City of

Ypsilanti, DDA Director) were named the first place winners for Outstanding Leadership in the Joint Public Services category of the 2000 SEMCOG/Metropolitan Affairs Coalition Joint Public Services Awards. Bob and Jennifer were nominated by Rep. Ruth Ann Jamnick (formerly Ypsilanti Township Treasurer). She wrote, "Mr. Tetens and Ms. Goulet successfully led a group of professionals, from start to finish, through the complex development of the Huron-Whittaker Corridor Study, which includes four townships and one city." Rep. Jamnick cited Bob's management, saying that it "was critical in coordinating the different components of the Study." She also stated that "Ms. Goulet's guidance was crucial in building trust and maintaining consensus during the development of the Study."

The Huron-Whittaker Corridor Study was developed in an effort to revitalize the Ypsilanti area economy and to build a positive and vibrant presence in support of future growth. The Study is essentially the strategy through

which the above goals may be met and is part of a larger set of goals found in a Strategic Plan developed by the Eastern Washtenaw County Economic Development Task Force. The Huron-Whittaker Corridor Study represents a commitment of federal, state and local governments, area business, educational leaders, and neighborhood organizations — over 40 groups in all. For this reason, the Study was submitted as an example of a Public/Private Partnership. It also culminated in the preparation of numerous grant applications with the award of one CMAQ and six TEA-21 Enhancement projects identified as part of the study. (Grant applications are still being submitted for the projects identified in the Huron-Whittaker Corridor Study.) In addition, the SEMCOG/Metropolitan Affairs Coalition Joint Public Services Advisory Council awarded The Huron-Whittaker Corridor Study an honorable mention award.

The awards will be presented at SEMCOG's General Assembly meeting on Thursday, October 26, 2000. All of the winning projects will be included in the SEMCOG/MAC Award Winning Joint Projects (October 2000) publication, and will be featured on the Joint Public Services web site (www.semco.org/services/jps).

It's NOT Too Late to Win some Money!

Surely you know of a student (perhaps you?) that could benefit from either the Sharon D. Banks Memorial Undergraduate Scholarship or the Helene M. Overly Memorial Graduate Scholarship. The scholarships awarded by the Women's Transportation Seminar (WTS) grants \$2000 and \$3000 respectively to women pursuing career paths in transportation or a related field such as engineering, planning, finance or logistics.

For an application form or more information, contact Annette Dentel at 734-994-3127 or akdentel@yahoo.com. Completed applications are due to the Michigan Chapter of WTS by October 27.

Help to make it a little easier for a young woman interested in joining the transportation industry. Please share this information with anyone you think might be interested.



Answers from the Sleep Quiz

- | | |
|--|--|
| 1) T - Everybody has a biological clock. | 6) F - Not everyone gets enough sleep. |
| 2) F - Drinking coffee does not cure drowsiness while driving. | 7) T - Being sleepy does make one misperceive things. |
| 3) F - One cannot always tell when he/she is going to fall asleep. | 8) F - Young people do not need less sleep. |
| 4) F - Everybody is able to take a nap if they are tired. | 9) F - Sleeping a lot now does not mean one needs less sleep later. |
| 5) F - Being a safe driver does not help one's ability to drive if he/she is sleepy. | 10) T - Having trouble sleeping or waking up tired affects one's ability to drive. |

Updates continued from page 2.

to be completed in November include the annual street resurfacing project, which includes 50 streets this year, the rehabilitation of the Huron Parkway Bridge, improvements at the Washtenaw Avenue/Huron Parkway intersection and construction of Bens Street, an existing platted right-of-way west of Pauline and south of Liberty. With the construction of Bens Street, a water main and sidewalk will also be added.

There are an additional 4 projects that were planned for this year, but because of various circumstances construction has been postponed. The construction of a sidewalk on Maiden Lane, from Broadway to Wall Street, has been postponed until next construction season. This project is expected to begin in May 2001 and be completed by June. The Nixon Road improvements, which includes reconstruction from Haverhill to Green Road and paving of the gravel portion of Nixon Road from Green to the bridge over M-14, is expected to be started in April of next year and completed by July. A third project that had to be postponed is the Huron Parkway Reconstruction. This project has been postponed with no known

Enhancement continued from page 2.



The third project awarded in Washtenaw County entails the renovation and expansion of the buildings comprising the Ypsilanti Automotive Heritage Collection. Improvements include lap siding, painting, new truss roof and cupola, front and rear entrances, masonry archways connecting the buildings, sprinkler system, floor covering, interior wall trim, security system, heating, electrical and plumbing. The renovations will expand the museum to over 13,000 square feet of displays chronicling a century of automotive history.

The proposed budget is \$294,453, including \$189,469 in federal funds and \$104,984 from private contributions and special events.

NOTE: The deadline for submitting applications for the FY-2002 Enhancement funds is early December. For more information, contact UATS at 734-994-3127 or uats@compuserve.com.

dates for completion. The City is waiting for the completion of the Broadway Bridges project before committing to a time frame for this project. The City also anticipated replacing several miles of the raised reflectors in the roadway, but the bids for that project came in higher than budgeted so it will be rebid next year.

Michigan Department of Transportation

MDOT completed several projects in Washtenaw County this season. Not all of the projects were done on schedule, but they are all completed or will be very soon. M-14, from I-94 to Main Street was reconstructed and the bridges in that segment were all rehabilitated. M-17 (Washtenaw), from Summit to Huron/Ballard, was milled and resurfaced. M-153 (Ford Road), from Frains Lake Road east to the county line was also milled and resurfaced. MDOT repaired the dowel bar retrofits on M-14, from M-153 east to the county line.

On I-94, from Freer/Fletcher to Mill Creek the pavement is being milled and resurfaced. From Mill Creek to M-14, I-94 will be widened to 3 lanes (widening will occur in the median). This project is scheduled to be completed in November.

SLEEPING & DRIVING DON'T MIX!

*Printed from the AAA Foundation for
Traffic Safety website
(<http://www.aaafoundation.org/Text/wakeup.html>)*

When you are behind the wheel of a car, being sleepy is dangerous. Sleepiness slows reaction time, decreases awareness, and impairs judgment, just like drugs or alcohol. And, just like drugs and alcohol, sleepiness can contribute to a collision.

Most people know how dangerous drinking and driving is -- but they may not know that driving drowsy can be just as fatal as driving drunk.

Take the Sleep Quiz below to see what you know about sleep as it relates to driving.

True or False?

1. Everybody has a "biological clock."
T F
2. Drinking coffee cures drowsiness while driving.
T F
3. I can tell when I'm going to fall asleep.
T F
4. I can't take naps.
T F
5. I'm a safe driver so it doesn't matter if I'm sleepy.
T F
6. Nearly everyone gets enough sleep.
T F
7. Being sleepy makes you misperceive things.
T F
8. Young people need less sleep.
T F
9. If I sleep a lot now, I won't need to sleep as much later.
T F
10. I have trouble sleeping, or I often wake up tired.
T F

Answers found on page 4.



OCTOBER 4, 2000

WALK OUR CHILDREN TO SCHOOL DAY

More than 2.5 million children, parents and community leaders from six countries around the world joined forces on Wednesday, October 4th to celebrate the first ever International Walk to School Day - and then linked up via the Internet to share their experiences.

This program is dedicated to teaching children safe pedestrian behaviors, encouraging adults and children to enjoy a healthy activity together - walking, and identifying the needs for more walkable communities and strategies for addressing these needs. "The beauty of these events is that the school children are walking with a purpose. They are out walking to get sidewalks for their schools, to draw attention to speeding drivers, to reduce congestion and pollution and to enjoy how good physical activity can feel," said Lauren Marchetti of the Pedestrian and Bicycle Information Center, a program of the UNC Highway Safety Research Center.

The children at Eberwhite Elementary School in Ann Arbor participated in the event this year.

The organizer shared their hopes of engaging the students and families to walk to school through participation in this program. They hope to emphasize the benefits of walking to school, including physical, environmental and safety.

On Walk Your Child to School Day in 1999, tens of thousands of children, parents, mayors, legislators, health and safety advocates and others participated in more than a thousand schools in 142 cities in 32 states.

Parents and students assess school routes using a checklist provided to participating schools, which also indicates "walkability scores" and suggestions for immediate actions to establish greater safety.

A growing number of communities are implementing measures to make their environments more walkable, ranging from including sidewalks on all newly constructed streets, to implementing widespread traffic-calming measures. The physical environment does impact how much residents can and will walk. In research comparing communities

with suburban sprawl to traditional communities, it was found there were three times as many pedestrian trips in the communities designed with pedestrians in mind.

Children are at greatest risk as pedestrians: Roughly 5700 pedestrians are killed by automobiles every year, and nearly 30,000 are injured. Of these, almost one-third (30%) are children under the age of 15 -- yet they represent only about 15% of the US population.

It is critical to teach children to look left-right-left before crossing streets, and to cross at designated crossings whenever possible. The leading type of pedestrian crashes -- 33% -- are due to dart-outs. This is when pedestrians enter traffic mid-block, often from between parked cars. They account for almost 40% of pedestrian injuries.

For more information on the program or to learn how you can get involved with this program for next year, contact Tina Hissong at OHSP (517-333-5754) or look at <http://www.walktoschool-usa.org>.

Upcoming Workshops and Conferences

Planning and Funding Infrastructure Improvements

This Seminar is offered to assist rural communities in identifying support and funding resources to help with improving their infrastructure.

The seminar is being offered in Ann Arbor at the Crowne Plaza Hotel on November 7, 2000. The cost is \$45 and includes the resource notebook and lunch. Call the Michigan LTAP office at 906-487-2102 for registration information.

The Balancing Act: Increasing Productivity & Reducing Stress

The Michigan Chapter of the Women's Transportation Seminar is hosting an interactive, hands-on workshop that will equip participants with the tools to become more effective in their personal and professional lives.

The workshop is scheduled for Friday, November 10 in Lansing. For more information contact Terri Blackmore at 734-994-3127 or uats@compuserve.com.

Audio Conference Training

The Michigan Society of Planning (MSP) is sponsoring a series of training workshops. Aimed at planning professionals and experienced citizen planners, each session will provide a valuable opportunity to network with peers throughout the region.

First in the series is, *Reinventing the Strip* on December 6, 2000. For more information about the training series contact the MSP at 248-553-7526 or mspo@mspo.org.

October is Deer Crash Safety Month

There were 6,465 deer-vehicle crashes in Southeast Michigan in 1999 (up from 6,380 in 1998; down from 6,642 in 1997), according to figures released by SEMCOG, the Southeast Michigan Council of Governments. The data is based on crash information received from the Michigan Department of State Police, Criminal Justice Information Center. That figure represents 3.4 percent of all crashes in 1999 (191,006 total). In 1998, deer-vehicle crashes also accounted for 3.4 percent of all crashes (186,693 total).

In 1999, Washtenaw County experienced 13,209 crashes. Of those 1319 involved deer. That represents 10% of the total number

of crashes for the county in 1999. This is a slight decrease in percentage from 1998 when almost 11% of crashes involved deer. In 1998, there were a total of 12,227 in Washtenaw County of which 1308 were deer related.

Scio Township, in Washtenaw County, was among the top two locations having experienced the most deer crashes in Southeast Michigan in 1999. There were 664 crashes in the township of which 157 involved deer, accounting for nearly 24% of all crashes. Sylvan Township also made the top ten list with 109 deer crashes of 297 total crashes. Deer crashes here accounted for over 36% of all crashes. Though it didn't make the top ten list for number of deer

crashes, deer were involved in over 58% percent of all the crashes that occurred in Freedom Township in 1999.

This year, the Michigan Department of Natural Resources estimates the deer herd to be 1.9 million. The Michigan Deer Crash Coalition notes that deer crashes occur most frequently during October, November, and December, usually on dark, unlit roads during early morning or late evening commutes. Deer crashes are costly; the average insurance claim is about \$2,000. The coalition cautions drivers not to swerve out of a lane to avoid a deer. It's generally safer to hit the deer than run off the road or risk injuring another motorist.

