



THE VEHICLE

ANN ARBOR-YPSILANTI URBAN AREA TRANSPORTATION STUDY COMMITTEE

October 2001

Updates on Construction Projects

Washtenaw County Road Commission (WCRC)

The WCRC completed several projects this year, including the complete pavement reconstruction and construction of Rawsonville Road from Textile to I-94 South Service Drive. Curb and gutter were also added to the five-lane concrete roadway as was drainage improvements. Other completed projects include traffic light installation, pavement resurfacing, and left turn lane construction at Whittaker Road where it meets Textile and an upgrade of the traffic light at Packard where it meets Golfside. Several other projects have Fall start dates these include: the reconstruction of Jackson Road from Myrtle Road to Honey Creek Bridge as a four lane boulevard with curb, gutter and drainage improvements to be completed November 2002; traffic light installation and roadway resurfacing at Huron Street where it meets James L. Hart Parkway to be completed March 2002; and pavement resurface of Packard Road from the Ypsilanti City limits to Golfside to be completed October 2001. Other postponed projects include traffic light installation, pavement construction, construction of a left turn lane, and installation of curb and gutter at Wagner at the Liberty Intersection to begin March 2002 and be completed August 2002. Postponed indefinitely is the replacement of the existing Judd Road Bridge over the Ann Arbor Railroad and related road approach work.

City of Ann Arbor

Ann Arbor's Annual Local and Downtown Resurfacing Projects are progressing on schedule and evaluations are underway for next season. Reconstruction of Packard road is complete with improved markings for the bicycle lanes. The Broadway Bridges project is expected to begin in April of 2002 and continue for two construction seasons. Dhu Varren has not been paved to date. Paving may be delayed until the spring of 2002 along with the reconstruction of Nixon Road. The intersection pavement-marking project has been completed, the long lone project was reduced from 135 miles to 72 miles

with the balance of work expected to take place next year. Both the crack seal and surface treatment projects were reduced with the remainder planned for 2002. The raised reflector project was also postponed until the 2002 construction season.

City of Saline

Water main and pavement reconstruction throughout Saline has been slightly delayed with the anticipated completion shifting from spring of 2002 to fall of 2002. The construction of a new street, Sandy Trail Court, has been removed from the work program. New to the work program is the intersection realignment of Bemis, Maple and US-12 which has an anticipated start date of June 2002 and a completion date of December of the same year.

City of Ypsilanti

Construction of the Michigan Ave median is complete. The landscaping on the I-94 Interchange has been modified in scope. The trees are planted, however, there are less than originally planned. Reconstruction of Congress Street from Mansfield to Michigan is on schedule with an estimated completion of July 2002.

Michigan Department of Transportation (MDOT)

Milling and resurfacing is complete on US-12 from M-14 to Silver Lake. The steel repair, paint and overlay of the I-94 bridge under Jackson Road is nearing completion as are the off-ramp widening projects for I-94 at Ann Arbor/Saline Road and State Street. Concrete repair to the I-94 bridge east of US-12 will continue thru November. The start date for concrete patching and joint repair work on US-12, I-94 to Michigan Ave. has been postponed until November. Deck replacement and road work on US-12 over the Conrail Railroad is nearing completion and is scheduled to be open to traffic October 10th.

Transportation Studies

Relocation of M-52

The preliminary engineering reports and environmental assessment have been completed and are currently at Michigan Department of Transportation for review and evaluation. This alternative is to create a new road right of way between Werkner Road and I-94, located west of the existing M-52 and the Village of Chelsea. The majority of the segment will consist of a 12 foot travel lane and a 10 foot shoulder in each direction for a total of 44 feet. These dimensions increase at the intersection of Werkner Road and Old M-52 to accommodate turn lanes and storage.

Once MDOT approves of the project, they will forward the plans on to the Michigan Department of Environmental Quality (MDEQ) and the State Historic Preservation Office (SHPO). The next step is to hold a public hearing after which the project will need to secure funding for construction.

Lansing to Detroit Regional Rail Study

A contract is about to be awarded for the next two phases of planning for the commuter rail service between Lansing and Detroit, which includes station stops in Lansing, E. Lansing, Howell, Ann Arbor, Dearborn and Detroit. The primary purpose of the second phase of the study is to satisfy the requirements to submit a new starts application for funding of the project to the Federal Transit Administration (FTA) by late February 2002.

In the next few months, the consultants will be developing and documenting cost and ridership estimates, an analysis and comparison of alternatives to the rail service, an operating, equipment and maintenance plan as well as the effect of proposed additional stations in Ypsilanti and at Merriman Road (Detroit Metropolitan Airport). This work will include conceptual engineering and preliminary environmental analysis of a new bridge over the Huron River in Ann Arbor. There will be many opportunities for public involvement, so please pay close attention to the media for dates and times of upcoming meetings.

If FTA approves the new starts report, then the planning work can proceed to the third phase. This would include major engineering and design work over the

following 15-18 months with the objective of having federal funding allocated for the project in the reauthorization of the federal transportation legislation in 2003. Should everything work according to plan, rail passenger service will be initiated in the fall of 2005.

US-12 Improvements

The consultant has begun work on the contract to study alternatives for improvements on US-12 in Pittsfield Township. The portion of US-12 under study is bounded by the City of Saline to the west and Munger Road near I-94 to the east. US-12 is a principle arterial constructed with 5 lanes at each end of the study area and 2-lane within the study area. The needs that have been identified to date are capacity, continuity, roadway safety and growth and economic development. New alternatives will be evaluated in addition to the 5 lane alternative study completed in December of 2000, and alternatives developed in a 1991 study.

The consultants have set up a series of informational tools to maximize public involvement for this plan. They currently have a 24-hour, toll free telephone information line (877-238-8712) where people can call with comments or specific questions. The project framework is developed and they are now working on setting up a series of public meetings, focus groups, developing newsletters, mailing lists and a web site. The first of the series of public meetings is planned for early December of 2001; the exact date and location have not been determined as yet. Once the web site is developed it will be located on the MDOT site under current studies.

US-23/M-17

Michigan Department of Transportation (MDOT) has issued a request for proposals for the study of non-motorized solutions at highway interchanges, specifically for US-23 and M-17. Review of proposals will be completed the first part of October and the selection of a consultant will occur in the following weeks. It is anticipated that the results from this study will be incorporated into a design solutions package to meet the increasing need and demand for non-motorized facilities along state trunk lines within the region.

Continued on page 3

MDOT Considers Comprehensive Travel Survey

The Michigan Department of Transportation is conducting a comprehensive travel survey in order to improve the quality of information provided by the statewide transportation model. A large portion of the current information used to develop future transportation conditions is based on data taken in the 1960's and or national defaults. In addition, the current model and existing data does not adequately account for the non-motorized travel. This project is proposed to take place in three phases; the first is to develop the scope of work, the second to collect data and the third is to develop the model from survey data.

The request for proposals for Phase I was issued in May of 2001 and a consultant has been chosen, however, the contract has not yet been signed. The cost for this phase is \$175,000.00, which consists of defining the future model structure, exploring and presenting options and costs to MDOT staff so they can determine if and how to proceed and finally developing the scope of services for the Phase II survey work.

Phase II surveys are expected to begin in Spring 2003. Phase III will start at the completion of Phase II.

Continued from page 2

Transportation Studies

Cross Street Study

Two public meetings have been held to allow the consultant team as well as City and EMU staff to get a better understanding of the issues in the Cross Street Area. Public support has been great and both meetings were well attended.

The first of the public meetings was an open format information gathering meeting where business and property owners and residents were able to vote on the issues they thought were most important in the neighborhood and what they wanted to see come of the study.

The second meeting was more directly focused on transportation issues. Attendees were shown eight options for transforming Cross Street and Washtenaw Avenue, the two main thoroughfares in the study area. Both one-way and two-way options were presented and votes were cast on which options were most desirable.

The City will not be submitting an application for MDOT Transportation Enhancement Funding this year. An application will be submitted in the next fiscal year. The study is slated to wrap up in late December. A final presentation will take place in November, a date has not been set.



For more information contact Tawkiyah Jordan at (734) 483-9646 or tjordan@cityofypsilanti.com.

Northeast Area Study

The City of Ann Arbor has hired The Corradino Group, Inc. to lead the Northeast Ann Arbor Comprehensive Transportation Plan effort. This 12-month study, funded by federal High Priority Project funds, will integrate a feasibility study of freeway access options along M-14/U.S. 23 with an multi-modal analysis of transportation systems within the northeast quadrant of the city. The project will be overseen by a technical advisory committee, with representation from MDOT, UATS, UM, the Road Commission and several city departments, and a citizens advisory committee. Two public workshops were held in September to introduce the project to the public and get information about freeway access concerns, particularly related to the Barton/M-14 interchange. The project schedule and background information can be found at www.a2gov.org.

UATS Moving to a New Location

UATS staff are busy packing boxes and developing final layouts for the new office space in Washtenaw County's new building at 705 North Zeeb Road. The actual move is expected to be in December provided the construction continues to be on schedule.

The building is located next to the existing Road Commission building and will also house the County Planning Department, the Department of Environmental and Infrastructure Services as well as Michigan State University extension school.

Transit Funding Opportunities Brochures Available at UATS

UATS recently published a brochure summarizing the major transit funding programs available through the Transportation Equity Act for the 21st Century (TEA-21) and the State of Michigan. The programs described in the brochure are available to local communities, transit agencies, and the road commission in Washtenaw County. UATS also has available a companion brochure that focuses on available Transportation funding. For copies of these brochures contact UATS by phone at (734) 994-3127 or by e-mail at uats@aol.com.



Washtenaw County Parks and Recreation Receives Community Land Grant

The Washtenaw County Parks and Recreation Department has received a Community Foundation Land Grant in the amount of \$200,000 allocated towards paving and landscaping of a new multiuse trail that will run between Dixboro Road and Hewitt in Ypsilanti.

The majority of this pathway segment is off-road, located on the outer circumference of St. Joseph Mercy Hospital complex and between the Washtenaw Community College playing fields and the Huron River. This segment connects with the Gallup Park Path in Ann Arbor, an extremely popular path.

This project is a portion of the vision to construct a non-motorized, multi-use trail along the Huron River Corridor, spanning the county. The Huron River Corridor is just one part of the overall goal to have a series of greenways throughout the county linking communities and activity centers.

From The Library

ITS Resource Guide 2001

Produced through the U.S. Department of Transportation and Federal Highway Administration, this resource guide provides a listing of over 300 documents, websites, training courses, software tools and points of contact related to ITS. Document #FHWA-OP-01-025 Also available on the web at <http://www.its.dot.gov/itsweb/guide.html>

Making Our Highways Safer Places

The 2000 Annual Report Produced by the State of Michigan Office of Highway Safety Planning.

Successful Bicycle Planning: Adapting Lessons from Communities with High Bicycle Use to Ann Arbor and Washtenaw County. September 2001

This report compares bicycle use in Ann Arbor MI to that in Boulder CO and Madison WI. The evaluation looks at measures that could be taken to create a better cycling environment.

New York City Bicycle Parking Needs. May 1999

Produced by the City of New York Department of City Planning Transportation Division.

MDOT Michigan 2000 Volume Count Maps

Michigan Department of Transportation in cooperation with the U.S. Department of Transportation produce two traffic volume maps highlighting the annual average 24-hour traffic volumes. One shows the volumes for all traffic and the other shows volumes for commercial traffic only; commercial traffic constitutes busses plus 2-axle, 6 tire trucks and larger.

World Town Planning Day

MSP Conference

*October 24- 27, 2001
Grand Hotel,
Mackinack Island
For information
call (248)553-7526
Fax (248)553-7536
Or e-mail at
Info@planningmi.org*

World Town Planning Day was founded internationally in 1949 by the late Professor Carlos Maria della Paloera of the University of Buenos Aires, Argentina. Since that time World Town Planning Day has grown into an international event, celebrated on the 8th of November each year. The goals of this event is to draw attention and interest to the aims, objectives and progress of urban, regional, and environmental planning. Furthermore each year a country is nominated as the focus of the celebratory activities associated with this event. Nearly forty countries have been nominated since 1949. Worldwide celebrations are held on that day to advance public and professional interest in planning locally and abroad. To get involved there are several local events you can become a part of, for information you can visit the American Planning Association website <http://www.planning.org/> , the Michigan Society of Planning website <http://www.planningmi.org/> as well as the Planning Awareness Club of Eastern website <http://www.planning.emich.edu>

Preliminary Year 2000 “Commuting To Work” Results Released *Census Bureau Releases Census 2000 Supplementary Survey Data*

The U.S. Census Bureau earlier this month released initial results of a survey of 700,000 households in the U.S. The Census 2000 Supplementary Survey was conducted as part of a 2010 census re-engineering plan to eliminate the need for the Census long form by producing up-to-date data every year for all communities and populations groups of all ages beginning in 2008. The initial results are based on a sample of 58,000 households in 1,203 counties in the U.S. The results are shown in the table and the 1960, 1970, 1980, and 1990 survey results are added for comparison. For more information, contact the Census Bureau at (301) 457-3691, e-mail: 2000usa@census.gov.

U.S. Journey-To-Work Modal Split Trends, 1960-2000

** Preliminary estimates*

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	1960	1970	1980	1990	2000*
Total Workers (millions)	64.7	76.9	96.6	115.1	138.4
Private Vehicle (millions of workers)	43.0	62.0	83.0	101.3	111.5
% Private Vehicle	69.5%	80.6%	85.9%	88.0%	88.7%
Public Transit (millions of workers)	7.8	6.5	6.0	5.9	6.6
% Public Transit	12.6%	8.5%	6.2%	5.1%	5.3%
Walked to Work (millions of workers)	6.4	5.7	5.4	4.5	3.4
% Walked to Work	10.4%	7.4%	5.6%	3.9%	2.7%
Worked at Home	4.7	2.7	2.2	3.4	4.1
% Worked at Home	7.5%	3.5%	2.3%	3.0%	3.3%
Mean Travel Time to Work (minutes)	N/A	N/A	21.7	22.4	24.3

(703) 764-0512 Sources: *Journey-To-Work Trends in the United States and its Major Metropolitan Areas 1960-1990*, U.S. Department of Transportation, Publication Number FHWA-A-PL-94-012 and the *Census 2000 Supplementary Survey Profile for United States*, U.S. Census Bureau.

Best Wishes and Farewell to UATS Staff Member, Annette Dentel



Annette Dentel, Transportation Planner, will be leaving UATS at the end of October. She has been an invaluable member of the UATS team since June 1997.

During her time at UATS, Ms. Dentel has taken on greater and greater responsibilities. Some of her many contributions to UATS include publications such as The Vehicle and public presentation materials such as Sustainable Washtenaw and Transit Funding Opportunities. She is currently updating the Washtenaw Community Profiles.

Free from the burdens of a 9-5 career, Ms. Dentel plans to become more active in the consulting practice she shares with her husband, Khanh Pham. In the future, she also hopes to return to school and pursue a doctorate degree in Public Policy. Most importantly, Ms. Dentel will have more time to spend with her daughters, Oolong and Edelweiss.

Those familiar with the UATS office are also familiar with Oolong and Edelweiss. Not wanting to stay home without their mother, they informally worked at UATS as greeters. Under their attentive watch every visitor to UATS received an enthusiastic and warm greeting. UATS will truly not be the same without their presence. UATS wishes them all the best.

