



THE VEHICLE

Washtenaw Area Transportation Study

November 2003

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2030 Long Range Transportation Plan



Although the Transportation Equity Act for the 21st Century (TEA21) expired on September 30th, 2003 it is still the current federal legislation that governs transportation planning and provides the federal funds for transportation. TEA21 requires that the transportation plan cover at least a 20-year planning period. The plan is required to be updated every three years because Southeast Michigan, including Washtenaw County, is classified as a Maintenance Area for the ozone standard set by the U.S. Environmental Protection Agency. In addition to the 3-year update cycle, the plan is amended as priorities, available revenues, or transportation needs change. The 2020 Long Range Transportation Plan (LRP) for Washtenaw County was adopted in 1997 and was updated to the 2025 plan in 2000. Now, three years later a new LRP is due.

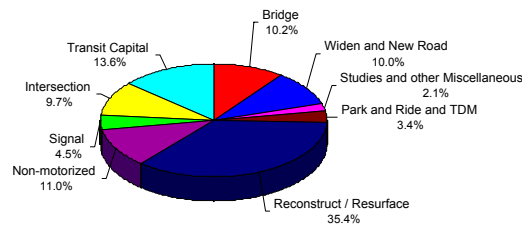
The LRP process begins by compiling data collected by local, county, and State agencies related to the condition and use of our transportation infrastructure. This data is used to identify the six deficiencies reported to the local transportation agencies by taking an inventory on all roads, bridges and other transportation related data that is available. The Washtenaw Area Transportation Study (WATS) takes this information and analyzes it to define areas which are not performing up to acceptable efficiency standards. Staff also looks at the demographic trends of the area through a coordinated effort with local and regional governmental



agencies to forecast where areas may experience strain on the transportation system due to planned development. All this data is then depicted on maps of deficiencies that WATS provides the local road agencies: the Washtenaw County Road Commission, the cities of Ann Arbor, Ypsilanti and Saline, Michigan Department of Transportation (MDOT), Ann Arbor Transportation Authority, University of Michigan and the villages of Chelsea, Dexter and Manchester. They are given lists or maps of the 6 determined deficiencies: congestion, bridge, safety, pavement, non-motorized and transit. The agencies then produce a list of proposed improvements to address the deficiencies. Through a coordinated effort between WATS and the transportation



**2030 Draft Plan Improvements 2005-2030
by Number of Improvements**



agencies, improvements are assembled and put into five-year time periods throughout the life of the plan. Two lists of projects are produced in the LRP a list of funded improvements and a list of unfunded improvements. The funded improvement list shows improvements for which money is available according to financial forecasts. The unfunded improvement list shows all improvements submitted that cannot be funded.

Once the draft LRP document is complete it will be distributed for public review and comment. (See page 4 for list of locations.) At the completion of the public review process, all comments are compiled and provided to the transportation agencies for consideration. Any further changes are made prior to each agency passing resolutions of support for the LRP. The WATS Technical Committee will review the document on June 7, 2004 and make a recommendation that the Policy Committee adopt the Long Range Plan.

continued page 2...



LRP continued...

The Policy Committee is scheduled to adopt the plan June 21, 2004. The WATS LRP is then sent to SEMCOG to be incorporated as part of the Regional Transportation Plan (RTP). The following are SEMCOG's dates to adopt the RTP:

Technical Advisory Council - August 25, 2004
Executive Committee - September 24, 2004
General Assembly - October 28, 2004

Once it has been adopted by SEMCOG it will be submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

It is important that transportation agencies create improvements to address as many deficiencies as possible because an improvement must be in the adopted LRP to be considered for the financially constrained three-year Transportation Improvement Program (TIP).

For more information visit www.miwats.org

New Census Data

In July's edition of "The Vehicle" we updated you on the County to County worker flows around the region. Since then, even more specific data has become available for worker flows. The Census Bureau has released data on Minor Civil Division (MCD) flows in 12 states, including Michigan. This gives information on where people work and live in areas as small as Cities, Villages and Townships. Here are some fast facts that can be found in the data. If you have specific questions about worker flows between MCD's please contact the WATS office.

- ◆ Out of the 169,169 workers that live in Washtenaw County, 129,808 or 76% work within the County 60,188 live in Ann Arbor.
- ◆ 67% of workers residing in Ann Arbor work within the City of Ann Arbor.
- ◆ Approximately 16.5% (9,904) of the workers that reside in Ann Arbor work outside of Washtenaw County.
- ◆ Out of the 12,419 workers that live in the City of Ypsilanti, 26% (3,279) work within the City limits. Almost one-third 30% (3,826) work in the City of Ann Arbor.

US-12 Improvement Study Update

Citizens have been meeting with State and Local officials about the potential improvements for US-12 for close to twenty years. US-12 analysis began in the early 1990's but funding limitations halted the project. The project was restarted in 1999 and Parson's Transportation Group (PTG) was commissioned by the Michigan Department of Transportation (MDOT) to identify feasible alternatives.

PTG researched many possibilities for the area. Four types of alternatives were looked at, the first of these was a no build alternative. This alternative was eliminated because the road is currently deficient and based on the improvements in the adopted Long Range Plan, the Level of Service (LOS) of the corridor would continue to deteriorate. Transit/Travel Demand Management Strategies were also considered. Under this alternative, increased transit service was analyzed. This alternative was eliminated because it was determined that the increased transit ridership would not reduce the number of vehicle trips enough for the corridor to be brought up to an acceptable LOS. Transportation System Management (TMS) alternatives were also considered. TMS includes improvements that maximize the current infrastructure with things like intersection improvements and signal retiming. TMS strategies will be considered along with the preferred alternative. The fourth type of alternative considered was build alternatives and PTG examined 5 different build alignments. After considering the five, three were eliminated due to right of way and environmental concerns. The public was engaged in this decision making process through a series of meetings and newsletters. After further evaluation, a "Preferred Alternative" was selected from the two remaining alignments.

The major change in the preferred alternative is widening the road over much of the 6.5 mile study area. Under this alternative some of the road will be widened to a five-lane urban arterial while other portions will be widened to a four-lane urban boulevard. The on/off ramps at the US-23 interchange will be aligned with each other to reduce the number of traffic signals at the interchange from three to two. The curved section of

the road, south of Campbell road would also be straightened as part of the realignment.

The Environmental Assessment takes into consideration all the possible impacts of the project and identifies ways to mitigate the effects on the surrounding landscape. For more information on the US-12 Improvement Project EA, please visit the WATS office or one of the following locations to review the document. Forms are available to provide comments.

- Pittsfield Township Office, 6201 West Michigan Avenue
- Saline District Library, 555 North Maple, Saline
- Ypsilanti District Library, 5577 Whittaker Rd.
- Washtenaw County Library, 4135 Washtenaw
- MDOT Brighton Transportation Service Center, 10321 East Grand river, Suite 500, Brighton
- MDOT University Region Office, 4701 West Michigan Avenue, Jackson
- MDOT Bureau of Planning, 425 Ottawa Street, Lansing

MDOT will be holding a public meeting to present the findings of the environmental assessment November 19th at Pittsfield Township Hall from 3:30 to 7:30. Comments can also be mailed to:

*Bob Parsons, Public Hearings Officer
MDOT Bureau of Transportation Planning
P.O. Box 30050
Lansing, MI 48909*

All comments must be received by December 20th.

New to the Library



Unclogging Arterials - Prescriptions for relieving congestion and improving safety on major local roadways.
Federal Highway Administration
FHWA-OP-03-068

Quality of Life in Southeast Michigan - Progress report and selected findings from the 2001 DAS (Detroit Area Study)
Robert W. Marans Ph. D.
March 21 2002

MDOT Freeway Courtesy Patrol in Southeast Michigan: 2002 Evaluation Report
SEMCOG
July 2003

How Much is Too Much? - A guidebook on using impervious surface and Gravel Road Capacity Analysis to Manage Growth in Rural and Suburban Communities.
Mark Wyckoff, Michelle Manning, Kris Olsson and Elizabeth Riggs
August 2003

Annual Average 24 Hour Traffic Volumes - A Michigan Department of Transportation map of traffic volumes on all trunk-lines across the state.
MDOT/FHWA
June 2003

Filling the Gaps: Environmental Protection Options for Local Governments - Written in response to growing environmental concerns raised by land use officials.
Katherine A. Ardizone and Mark Wyckoff
June 2003

Transportation Summit 2003 : Michigan Partnerships

Michigan Department of Transportation (MDOT) will be holding a Transportation Summit on Dec. 3rd and 4th in Lansing MI, for approximately 600 attendees; these meetings may also be broadcast live via webcast. In preparation for this summit, a team of over 40 individuals from across the state developed nine topics that are of key importance that will enhance quality of life, growth and economic activity while striving to meet the transportation system demands. The following are the nine issues identified: Asset Management; Research and Evaluation; Land Use; Mobility Options; Communication, Consciousness Raising and Public Involvement; Safety; Commerce and Trade; Coordination, Cooperation and Connectivity; and Funding.

Further information concerning this summit and the topics can be found on MDOT's website at: www.mdot.state.mi.us/summit2003.

The list below shows locations where the Draft Long Range Plan Summary will be available for review prior to the public meetings.

- ◆ Ann Arbor Public Library- Loving Branch
- ◆ Ann Arbor Public Library- Main Branch
- ◆ Ann Arbor Public Library- Northeast Branch
- ◆ Ann Arbor Public Library- West Branch
- ◆ City of Ann Arbor- City Hall
- ◆ Ann Arbor Transportation Authority (AATA)
- ◆ Washtenaw Area Transportation Study (WATS)
- ◆ Ann Arbor Township Hall
- ◆ Augusta Township Office
- ◆ Village of Chelsea Office- Front Desk
- ◆ Chelsea District Library
- ◆ Village of Dexter Office- Front Desk
- ◆ Dexter Township Office
- ◆ Dexter District Library
- ◆ Lima Township
- ◆ Lodi Township Office
- ◆ Lyndon Township Office
- ◆ Village of Manchester Office- Front Desk
- ◆ Michigan Department of Transportation
 - Brighton Transportation Service Center
- ◆ Northfield Township Hall
- ◆ Northfield Township Library
- ◆ Pittsfield Township Hall
- ◆ City of Saline- City Hall
- ◆ Saline District Library
- ◆ Scio Township Hall
- ◆ Sharon Township Office
- ◆ Southeast Michigan Council of Governments
- ◆ Superior Township Hall
- ◆ Sylvan Township Office
- ◆ University of Michigan Graduate Library
- ◆ Charter Township of York Office
- ◆ City of Ypsilanti- Public Works Department
- ◆ Ypsilanti District Library- Main Branch
- ◆ Ypsilanti- City Hall
- ◆ Ypsilanti Township Civic Center
- ◆ Ypsilanti District Library- Whittaker Rd. Branch
- ◆ Washtenaw County Road Commission
- ◆ Webster Township Office

If you have any questions about the 2030 Long Range Plan please call the WATS office at 734-994-3127

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