



THE VEHICLE

Washtenaw Area Transportation Study

April 2004

Vol. 2

Washtenaw County 2004 Construction Projects

| Project Location and Improvement | Agency | Estimated Start | Estimated Completion | Funding Source | Construction Cost |
|--|-------------------|-----------------|----------------------|----------------------|-------------------|
| 2004 Annual Surface Treatment Program - Apply surface seals to local and major streets. | City of Ann Arbor | May 2004 | September 2004 | MTF | \$750,000 |
| 2004 Annual Crack Seal - Apply crack seal to major streets. | City of Ann Arbor | April 2004 | November 2004 | MTF | \$100,000 |
| 2004 Annual Street Resurfacing Program - Resurface Major and local streets. (See list page 6) | City of Ann Arbor | April 2004 | October 2004 | Local | \$4,700,000 |
| Broadway Bridges Reconstruction - From East Summit to Swift Street Construction of two bridges, reconstruction of the approach roadways, construction of storm sewer and water mains, and the reconstruction of Depot Street with reclaimed brick pavers. | City of Ann Arbor | February 2003 | November 2004 | HBRRP/ STPU/Local | \$19,500,000 |
| South Main Street/Ann Arbor Saline Road Reconstruction - from Ann Arbor -Saline Road to Eisenhower. Reconstruction of roadway, concrete and bituminous pavement, drainage structures and new pavements markings. | City of Ann Arbor | April 2004 | November 2004 | STPU/ Local | \$2,900,000 |
| South Main Street Non-motorized Path - Install 500 ft of 10 ft wide bicycle path including a bridge over Malletts Creek. | City of Ann Arbor | December 2004 | July 2005 | STPE/Local | \$1,155,000 |
| Stadium Signal Interconnect - From North Miller to Washtenaw. Install electrical conduit, handholes, fiber, including controller box cabinet. | City of Ann Arbor | February 2004 | August 2004 | CMAQ | \$664,200 |

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| Traffic Calming - Install traffic calming features City-wide at qualifying locations. | City of Ann Arbor | April 2004 | November 2004 | MTF | \$83,000 |
| Elm Street - Replace pavement and 12 inch water main between Mckinley and Taylor. | City of Chelsea | April 2004 | June 2004 | Local | \$117,000 |
| Canterbury Drive from Rosemont to Pleasant Ridge - Reconstruct pavement and watermain. | City of Saline | May 2004 | June 2005 | Local | \$300,000 |
| Canterbury Court from Old Creek to East End - Reconstruct pavement and watermain. | City of Saline | May 2004 | June 2005 | Local | \$45,000 |
| Keveling Drive from Bemis to US-12 - Reconstruct pavement. | City of Saline | May 2004 | June 2005 | Local | \$30,000 |
| Lambkins Road from Harper to Tower - Reconstruct pavement and watermain. | City of Saline | May 2004 | June 2005 | Local | \$250,000 |
| North Industrial Drive from US-12 to Woodland - Reconstruct Pavement. | City of Saline | May 2004 | June 2005 | Local | \$1,200,000 |
| Rosemont from Willis to Pleasant Ridge - Reconstruct pavement and watermain. | City of Saline | May 2004 | June 2005 | Local | \$320,000 |
| Ann Arbor-Saline Road from Oak Valley Drive to Maple Road - Resurface road. | WCRC | July 2004 | September 2004 | TEDF-F/ MTF | \$500,000 |
| Carpenter Road from US-23 to Judd- Resurface road. | WCRC | September 2004 | October 2004 | STPR/ TEDF-D | \$770,000 |
| Dixboro Road Bridge from Geddes Road to Huron River Drive - Construct a new grade separated bridge over the Huron River. New intersection alignment at Huron River Drive and Dixboro. | WCRC | February 2004 | December 2005 | Critical Bridge/ MTF | \$10,334,782 |

| Project Location and Improvement | Agency | Estimated Start | Estimated Completion | Funding Source | Construction Cost |
|---|-------------------|------------------------|-----------------------------|-----------------------|--------------------------|
| Grove Road from Ypsilanti City limits to Harris Road- Resurface Road. | WCRC | September 2004 | October 2004 | STPU | \$220,478 |
| Hitchingham Road from Bemis to Textile - Pave gravel road. | WCRC | April 2004 | July 2004 | Private | \$1,600,000 |
| Non-Motorized Path Huron River from McAuley Drive and Hewitt Road to Huron River Drive and on Huron River Drive from McAuley Drive to Dixboro Road Bridge. | WCRC | April 2004 | November 2004 | TEDF-E/ MTF | \$700,000 |
| Main Street in Whitmore Lake from East Shore Drive to Eight Mile Road - Resurface road. | WCRC | April 2004 | May 2004 | MTF/Local | \$850,000 |
| Packard Road from US-23 to Golfside Road - Resurface Road. | WCRC | May 2004 | June 2004 | STPU/MTF | \$392,000 |
| State Road and Textile Road - Reconstruct the intersection. | WCRC | June 2004 | September 2004 | STPU/Local | 1,400,000 |
| Washtenaw from Huron to Hamilton - Reconstruct pavement with curb and gutter replacement as needed. | City of Ypsilanti | June 2004 | October 2004 | STPU | \$100,000 |
| Grove - Emerick to Michigan Ave- Reconstruct pavements with curb and gutter replacement as needed. | City of Ypsilanti | July 2004 | October 2004 | STPU | \$376,000 |
| First -from Harriet to Michigan Ave- Pavment and curb rehabilitation. | City of Ypsilanti | August 2004 | October 2004 | STPU | \$288,000 |
| N. Corridor Campus Pathway - South side of Huron River Drive to Hewitt-construct a non-motorized pathway. | City of Ypsilanti | July 2004 | October 2004 | STPE/ OTHS | \$217,000 |
| Local Street Improvement Project - Citywide pavement and curb rehabilitation. (See list page 7) | City of Ypsilanti | April 2004 | November 2004 | Local | \$5,000,000 |
| Summit/Congress Traffic Signal Improvement. | City of Ypsilanti | May 2004 | July 2004 | STPS | \$8,000 |

| Project Location and Improvement | Agency | Estimated Start | Estimated Completion | Funding Source | Construction Cost |
|--|---------------|------------------------|-----------------------------|-----------------------------------|--------------------------|
| I-94 Zeeb Road Rest Area - Development of new rest area. | MDOT | 2004 | 2004 | MTF/ Interstate Maintenance | \$3,566,000 |
| M-14 under Gotfredson Road - Deck replacement | MDOT | 2004 | 2004 | TEDF-A | \$8,229,000 |
| US-12 from Braun to Schill - Construct passing relief lanes | MDOT | 2004 | 2004 | Bond | \$3,300,000 |
| US-12 in Bridgewater Township - Wetland mitigation. | MDOT | 2004 | 2004 | NHS/MTF | \$401,000 |
| US-12 from US-23 to Saulk Trail - Widen from 2-3 lanes, install continuous left turn lane; Intersection Improvements | MDOT | 2004 | 2004 | NHS/MTF | \$2,376,000 |
| 21 Bridges in Washtenaw and Jackson Counties - The improvements include bridge deck replacement, structural steel repair and bridge painting. To keep traffic moving safely, I-94 will have single lane closers 24 hours a day, seven days a week while the bridges are being repaired. | MDOT | March 2004 | July 2004 | Interstate Maintenance/ MTF | \$10,131,000 |

A Map of Construction Projects is Available on Page 7

MDOT Bridge Construction List

Phase 1 Bridge Projects

May-July

I-94 over the Ann Arbor Railroad
I-94 under State Street
I-94 under Ann Arbor-Saline Rd.
I-94 over Jackson Rd.
I-94 under Wagner Rd.

Phase 2 Bridge Projects

July-November

I-94 under Parker Rd.
I-94 over Mill Creek
I-94 over Dancer rd.
I-94 under Old US-12/Fletcher
I-94 under Freer Rd.
I-94 under M-52

Phase 3 Bridge Projects

May-July

I-94 over Pierce Rd.
I-94 at the Norfolk Southern RR
I-94 under Kalmbach
I-94 under Notten
I-94 under Clear Lake Rd. (Jackson)
I-94 under Mt. Hope Rd. (Jackson)

April's Quote:

"Ruthlessness should not be harshness, cunning should not be cruelty, patience should not be negligence and sweetness should not be foolishness." - don Juan Matus

Two Markets for AATA Bus Service, by Chris White, Manager AATA

A primary mission of the Ann Arbor Transportation Authority has been to provide bus service for people who don't drive. This includes primarily youth, seniors, people with disabilities, and low-income persons.

Transit is the primary means of transportation for many of these people, and transit service needs to be comprehensive to meet the needs of these people to get to and from work, school, medical appointments, shopping, and many other activities. For people who depend on transit, service is needed throughout the area, and at a broad range of times.

The basic structure of AATA's routes is a radial system with coordinated transfers. That is, most routes converge at the transit center in downtown Ann Arbor, with buses from most routes scheduled to meet at the same time. This type of radial route design is used in nearly all U.S. cities under 500,000 population because it distributes trips efficiently. Weekdays, a person can get from nearly anywhere in Ann Arbor to anywhere else in Ann Arbor with a travel time of no more than 45 minutes. This is generally true, even evenings and weekends when most routes only operate once every 60 minutes.

Increasingly, the AATA's bus service is being asked to help to reduce the growth in traffic congestion and parking demand in Ann Arbor. This requires vastly different service. Traffic congestion is concentrated during weekdays, particularly during peak commute hours. Frequent, direct (i.e. without transferring) service is required to induce people to choose to use the bus when they have the option to drive and park close to work at a low cost. In addition, use of bus service is largely dependent on external factors, particularly the supply and price of parking. In Ann Arbor, this means that the opportunity for AATA to attract commuters is primarily downtown and the U of M campus where parking is limited and commuters have to pay to park.

Since 1993, the AATA has added a significant amount of service designed to serve this "choice" market. Nearly all of the 17% increase in the number of riders over the last ten years has come from this market, as well. In AATA's 2002 survey of bus passengers, 34% of riders reported that they could have driven. This is a significant increase from 18% in the 1998 survey and 30% in the 2000 survey. This increase is the result of new service combined with a major effort by AATA to work with large employers such as the University of Michigan, Pfizer, and downtown Ann Arbor through the DDA and getDowntown Program.

Even with this growth, the share of the commuter market served by AATA is relatively small. About 5-8% of trips during peak-hours are taken by bus. However, as noted by the Federal Highway Administration, "The characteristics of highway traffic flow are such that a shift in a relatively small proportion of peak-period trips can lead to substantial reductions in overall congestion (FHWA, 1999, in TCRP Report # 65 p. 14-2, Transportation Research Board, 2003).

The AATA is continuing its efforts to attract commuters through promotional efforts, an expanded park and ride program, and cooperative ventures with the U of M and other employers and government agencies. At the same time, we are continuing our commitment to provide comprehensive service for people who depend upon bus service to meet their daily needs.

Upcoming Conferences

April 24-28

Contact: www.planning.org



May 26-28

Contact: www.wtsnational.org



City of Ann Arbor Local Street Improvement Program Preliminary List

April 19th to May 17th

| | |
|--------------------|------------------------|
| Fulmer Court | Fulmer Street to End |
| Garden Homes Court | Fulmer Street to End |
| N. Maple Road | Miller Ave. to Foss |
| Miller Avenue | Seventh St. to Newport |

May 18th to June 17th

| | |
|------------------|--------------------------|
| Cambridge Road | S. Forrest to Lincoln |
| Cambridge Road | Washtenaw to Day |
| Hill Street | Washtenaw to Oxford |
| N. Thayer Street | E. Huron to Ann Street |
| S. Thayer Street | Washington to Liberty |
| Maynard | E. William to E. Liberty |

June 18th to July 12th

| | |
|---------------|-------------------------|
| Brockman Blvd | Washtenaw to Copley |
| Hayes Court | Eisenhower to End |
| Kearney Road | Melrose Ave to Adare |
| Towner Blvd | Canterbury to Hampshire |

July 13 to August 12

| | |
|---------------|---------------------------|
| Astor Ave | Industrial to Wisteria |
| Blaney Drive | Wiltshire to Steeplechase |
| Pauline Blvd. | Stadium to Maple |
| S. Seventh | Pauline to Madison |
| Steeplechase | Churchill to Blaney |

August 13th to September 9

| | |
|----------------|-----------------------------|
| North Division | Huron to N. of Kingsley |
| N. Fifth Ave | Beakes to Ann |
| N. Fourth Ave | E. Huron to Ann |
| W. Liberty | First St. to Seventh Street |

September 10 to October 5

| | |
|------------|------------------------------|
| Earhart | Glazier Way to US-23 Bridge |
| Gettysburg | Green Rd to. Yellowstone Dr. |

October 6 to 29

| | |
|------------|------------------|
| Spring St. | Sunset to Miller |
| W. Summit | Brooks to Daniel |

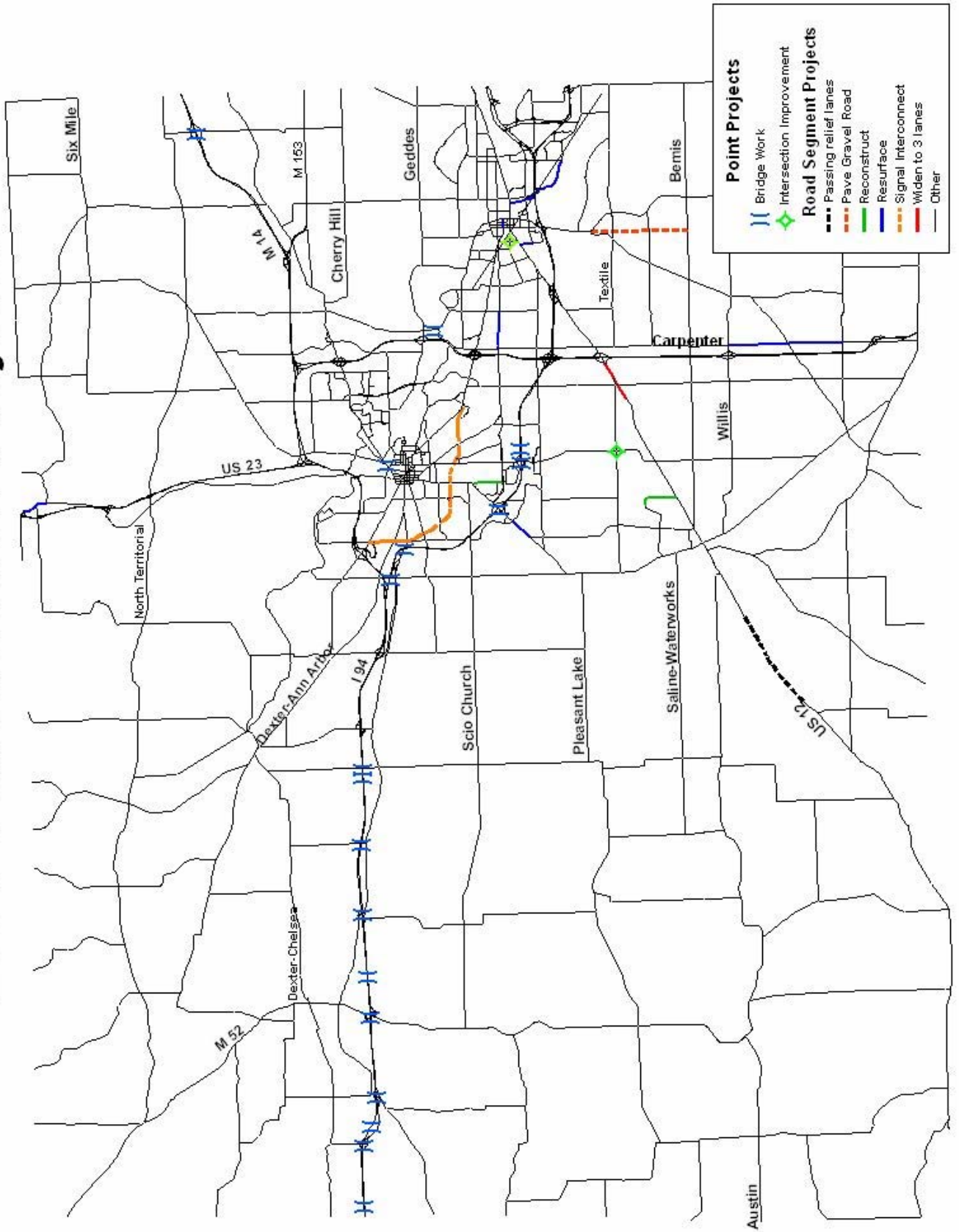
Ypsilanti Local Street Improvement Projects

| | | | |
|------------------------------|---------------------------------|---------------------------|-------------------------------------|
| Arcade | Bell (Spring to Casler) | Vinewood | Helen |
| Ballard (Forest to Michigan) | Briggs | Young | Maple |
| College | Buffalo | Ainsley | Maple Ct. |
| Emmet | Casler | Green | Norris (Forest South to Oak) |
| Florence | Catherine (Childster to Spring) | Gregory | Oak (Norris to East End Cul-de-sac) |
| Normal | Catherine (Hamilton to Huron) | Louise | Osband |
| Olive | Childster | Mark | Rice (Cross to 500' SE of Forest) |
| Pearl (Summit to Huron) | Ferris (Hamilton to Huron) | Railroad | Virginia |
| Perrin | Kramer | Service | Vought |
| Warner Ct. | Washington | Charles (Cross to Forest) | |
| Adams (Michigan to Harriet) | Woodward | Depot Drive | |

Chelsea Residents Choose Cityhood

In an historic vote on March 8th in the Village of Chelsea, residents were asked to vote on key issues including whether or not to become a City as well as Village Council and City Council representatives. Residents were asked to vote on both Village and City representatives because the vote on Cityhood was held during the same day. Residents responded with a resounding YES on Cityhood, approving the change by a 995 to 226 or 81.5% vote. The Village residents voted Ann Feeney, Director of the Village's Downtown Development Authority (DDA) as the first Mayor of the new City of Chelsea. Chelsea's population is also growing and the population is expected to reach 5,000 in the near future. When the population exceeds 5,000 the City of Chelsea will be classified as a Small Urban Place and will then be eligible for federal small urban transportation funds. Currently Chelsea is under a rural designation and despite its change from a Village to a City it is still only eligible for the smaller allocation of federal rural money at this time.

2004 Construction Projects



Long Range Plan Presentations Available

Public involvement meetings have been instrumental in the updating and improvement of the 2030 draft Long Range Plan document. At last count more than 100 citizens had signed the attendance forms available at each of the public meetings. The draft Long Range Plan Document will be submitted to the WATS Technical and Policy Committees in April of 2004. In June, the Technical Committee will make a recommendation to the Policy Committee to either approve or reject the document and the Policy Committee will vote on the adoption of the document at the June 2004 meeting. Once the 2030 LRP has been adopted by the WATS Policy Committee, the document will be forwarded on to SEMCOG for inclusion with the Regional Transportation Plan (RTP). WATS is also taking written comments that may be sent or emailed to the Agency.

Expanding on this public outreach effort, WATS is offering to present to interested neighborhood groups or citizen organizations. If your organization is interested in having a Long Range Plan presentation including a Powerpoint presentation and a question and answer period, please contact the WATS office, so that a presentation can be scheduled by the end of May. WATS views public involvement as a critical step in developing a comprehensive transportation plan. The plan provides a framework for the improvement of the transportation system as a whole.

The March 22nd Long Range Plan meeting was recorded and will be replayed on Ann Arbor's CitiTV Channel 19 at the following times:

Monday, 4/12 at 2:30pm
Tuesday, 4/13 at 8:00pm
Thursday, 4/15 at 12:10pm

Saturday, 4/17 at 4:10pm
Sunday, 4/18 at 8:00pm
Wednesday, 4/21 at 7:30pm

