



THE VEHICLE

Washtenaw Area Transportation Study

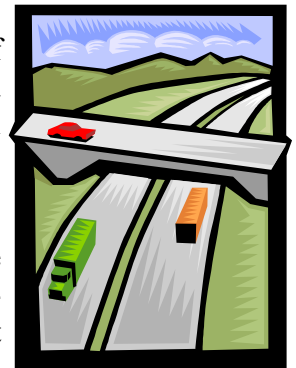
October 2004

Vol. 3

WASHTENAW COUNTY TRAFFIC COUNTS NOW AVAILABLE ON-LINE

One very important component of transportation planning is the collection and use of traffic count data. Traffic counts help agencies such as WATS calibrate travel demand forecast models. They also provide engineers, consultants, developers, appraisers, real estate agents and many others with valuable information about the way the transportation system functions adjacent to a property.

WATS receives traffic count data from the Washtenaw County Road Commission, the Cities of Ann Arbor, Ypsilanti, Saline and Chelsea as well as from the Michigan Department of Transportation. Previously this information was stored in a Lotus spreadsheet and was provided upon request in a printed format.



Recently the traffic counts were converted from the Lotus spreadsheet into a Microsoft Access database. This allows faster data retrieval as well as easy archival of historical counts. Another benefit of using the Access database is that multiple types of queries can be done on a server from a remote location.

Testing has been completed and the database is accessible from our website. Both WATS member agencies and staff have already seen some of the benefits having the traffic count database on line delivers. WATS is able to update the information from our office which means that the data available to you on the website is the most up to date information available. The data will be updated monthly.

Traffic counts can be located or sorted in a number of ways. A search can be done for a specific street, a specific intersection or counts can be retrieved for an entire community. Once you have selected the counts they can be sorted alpha-numerically by each of the columns. The information can also be exported into a printer friendly version or to an Excel spreadsheet for further analysis.

To view Washtenaw County counts, visit our website at www.miwats.org and click on "Traffic Counts" and follow the on screen instructions.

If you are interested in traffic counts on streets located outside of Washtenaw County you can search on the Southeast Michigan Council of Government's web site at www.semcog.org.



In addition to the information available online, WATS has a limited number of speed counts and vehicle classification counts that can be requested by phone. We also make available a copy of our most recent traffic counts which can be purchased for \$5.00 or mailed for \$7.50. If you would like more information on speed or vehicle classification counts, or are interested in purchasing a copy of the WATS traffic count booklet please contact the WATS office at 734-994-3127 or email us at wats@miwats.org.

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AATA AND THE UNIVERSITY OF MICHIGAN ANNOUNCE MRIDE PROGRAM

As of August 1st, all University of Michigan students, faculty and staff may ride any of AATA's regular fixed route buses without charge. This is a result of cooperation and the signing of the historic 5 year Mride agreement between the two agencies. The University already subsidized about 700,000 trips on AATA buses per year, this effort will significantly increase that subsidy using federal transportation funds, not University general funds.

In 1999, the University of Michigan began counting ridership on their bus system and submitting it to the Federal Transit Administration (FTA). This submission to FTA made the agency eligible to receive federal funds. Instead of allowing the money to build up over time, the University decided that it would use the money in cooperation with AATA to subsidize even more trips on the public transit system provided by AATA. Following talks with AATA, the Mride program was laid out.

It is important to understand that AATA is not offering free rides to U of M students, faculty and staff, it is also important to understand that the University is not spending money out of the general fund to subsidize these trips. Rather, they are using funds which must be devoted to transit operation, to exactly that, transit operation.

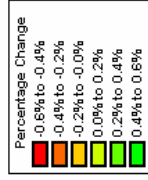
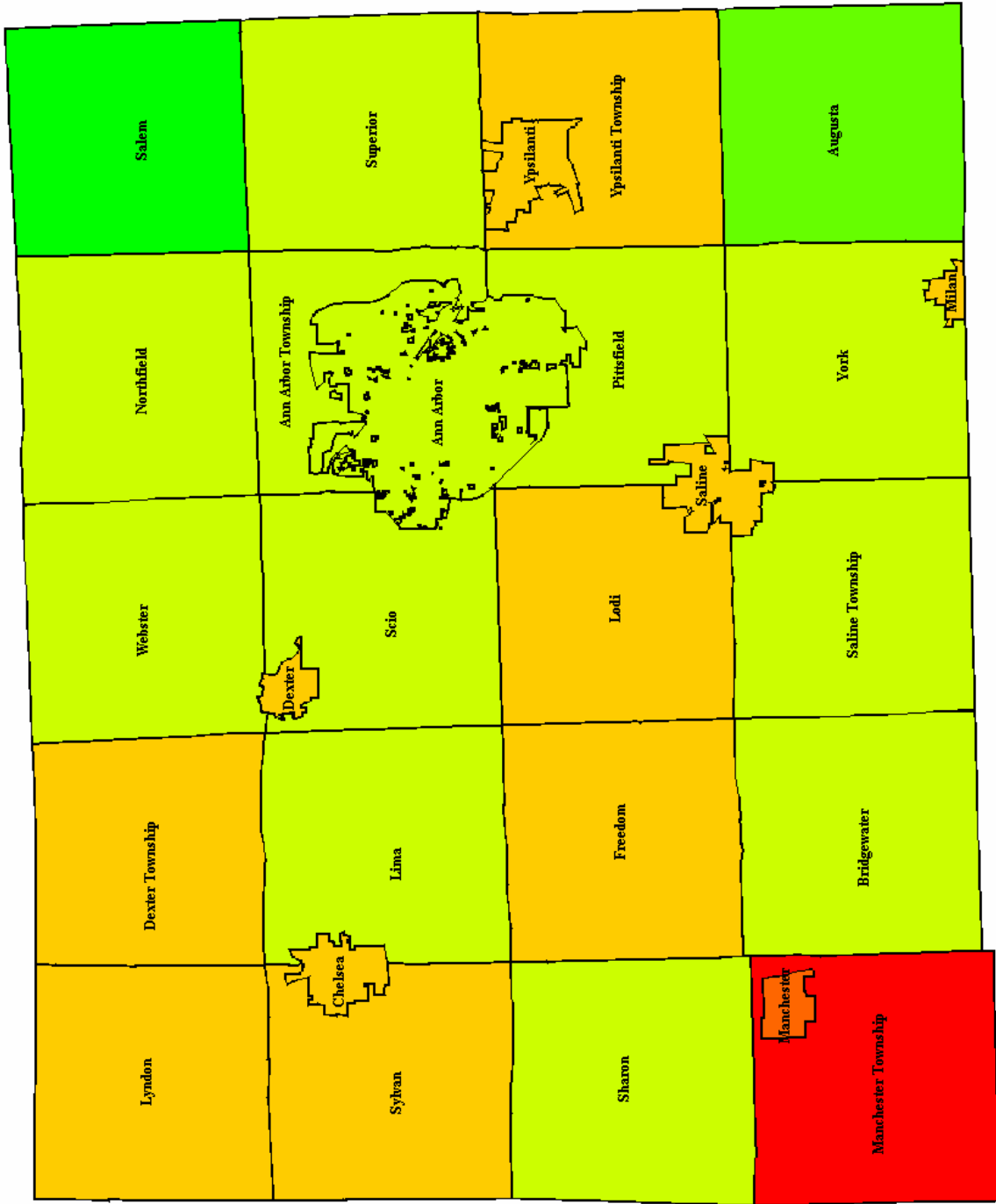
AATA has already experienced a significant increase in ridership as a direct result of the Mride program. A recent press release highlighted some of the benefits users and residents can expect as a result of the 1.8 million dollar annual agreement:

- Reduced parking demand, both on campus and in nearby municipal lots and streets, by providing another major transportation option for employees and students.
- A new no-cost transportation option for students to access retail and entertainment venues.
- Leverage of significant federal dollars to provide additional transportation service to the U-M community.
- Reduced traffic volume on local streets and highways.
- Reduced vehicular traffic will result in reduced air and noise pollution.
- Increased ridership on AATA buses (means increased federal funding and better utilization of existing resources).

SEMCOG RELEASES COMMUNITY EMPLOYMENT ESTIMATES

The Southeast Michigan Council of Governments (SEMCOG) has released a publication titled "Employment Change by Community, Southeast Michigan, 1999-2002". Using the information in this document, the Washtenaw Area Transportation Study has produced a map of total employment change 1999-2002 by local communities which is shown on the following page. The communities in red and orange are the areas where total employment decreased between 1999 and 2002. Yellow and green areas show those communities that experienced a net gain in total employees during the time period. Manchester township had the largest decrease in total employment by percent while Salem and Augusta townships showed a high percentage increase in total employment. As a whole, Washtenaw County reported a net increase of 1,563 or 0.7% of total employees from 196,328 in 1999 to 197,891 in 2002. Employment numbers are generally available at the County level, this is the first time that SEMCOG has released place of work employment estimates by community. This information assists SEMCOG and WATS in developing transportation models and long range transportation plans because employment locations, and employment type have a significant impact on the way people and goods move throughout the county and the region.

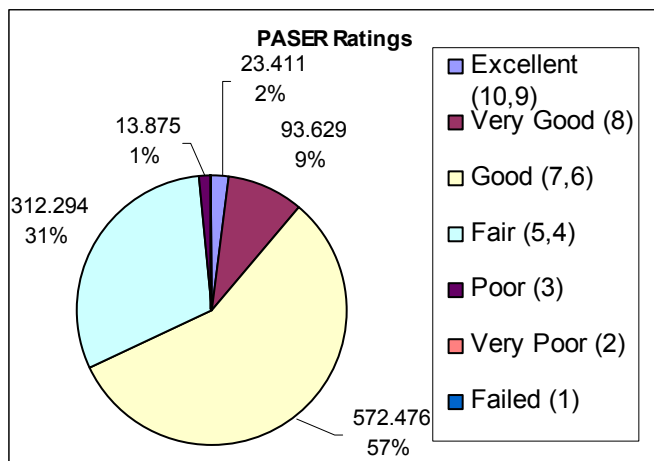
Percent Change in Total Employment by Community 1999-2002



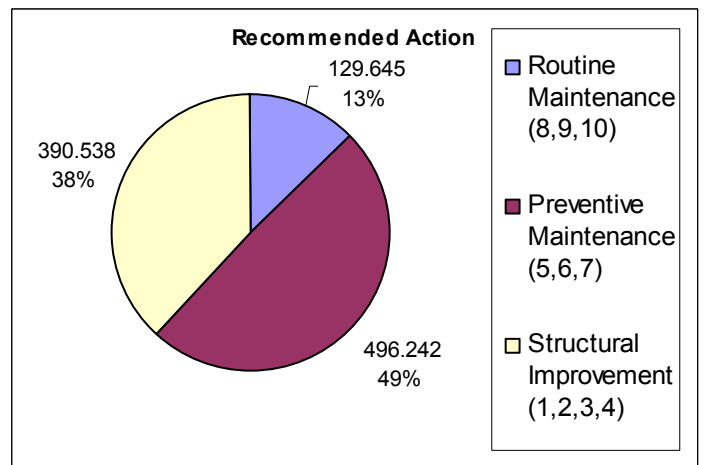
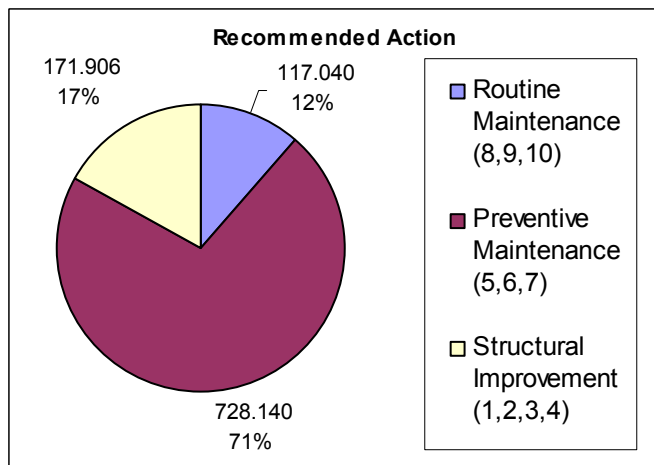
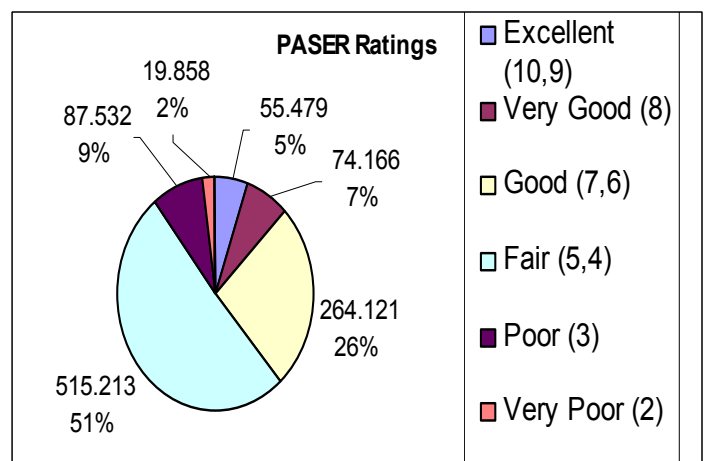
2004 ASSET MANAGEMENT COMPLETE IN WASHTENAW COUNTY

Two years ago, the State of Michigan appointed the Asset Management council to administer the data collection process as a result of a statement by the Governmental Accounting Standards Board (GASB). The GASB 34 statement outlines a new way to look at accounting for roads. In the past road agencies have looked at the cost of roads but have not reported them as true assets. It is important to realize that roads have value, and that roads continue to have value years after they are constructed. This year marked the second time pavement rating data was collected for all federal-aid eligible roads in the State of Michigan. Three people, a staff person from WATS, a Washtenaw County Road Commission staff person and a person from MDOT's University Region drove and rated all 1,017 miles of federal aid eligible roads in Washtenaw County. This information is gathered with data from the entire state and a report is provided to the State Asset Management Council who, in turn report directly to the State Transportation Commission. The State Transportation Commission uses this information to determine the best way to allocate funding and to give a snapshot of the conditions of Michigan roads. The pie charts show the PASER ratings by mileage and percentage of miles. PASER is a windshield survey that provides the ratings for the road. The charts also show the recommended action needed to keep the road functioning. The tables on pages 5 and 6 illustrate the mileage by ratings for local communities for 2003 and 2004 respectively. Between 2003 and 2004, the overall condition of Washtenaw County roads has risen slightly. The overall average ranking for Washtenaw County rose from 5.28 in 2003 to 5.98 in 2004.

2004



2003



	Best					Ratings					Worst				
	10	9	8	7	6	5	4	3	2	1	Total				

	Best					Ratings					Worst				
	10	9	8	7	6	5	4	3	2	1	Total				
All Jurisdictions															
Ann Arbor	0.376	4.953	9.110	8.113	8.419	20.835	31.611	17.166	3.890	0.000	104.473				
Ann Arbor Twp	0.367	3.101	3.761	4.013	6.243	10.995	16.790	9.386	0.326	0.000	54.982				
Augusta Twp	0.000	0.000	2.780	11.137	1.214	6.621	11.256	1.237	6.519	0.000	40.764				
Bridgewater Twp	0.000	0.000	0.000	0.000	4.175	7.463	13.878	0.000	0.000	0.000	25.516				
Chelsea	0.000	0.075	0.358	0.799	0.000	0.305	1.136	0.851	0.168	0.000	3.692				
Dexter	0.000	0.026	0.000	0.000	0.821	0.498	0.567	0.729	0.000	0.000	2.641				
Dexter Twp	0.000	2.222	0.000	0.023	3.816	9.612	14.957	0.427	0.000	0.000	31.057				
Freedom Twp	0.000	1.296	2.679	1.190	2.185	4.240	8.463	0.000	0.000	0.000	20.053				
Lima Twp	0.000	0.000	0.000	0.049	16.150	13.679	5.314	1.101	0.000	0.000	36.293				
Lodi Twp	0.000	0.000	4.493	3.743	4.228	9.364	11.343	0.088	0.000	0.000	33.259				
Lyndon Twp	0.000	0.000	0.000	0.000	5.745	10.012	9.408	0.000	0.000	0.000	25.165				
Manchester	0.000	0.000	0.000	0.000	0.608	0.734	0.143	0.000	0.000	0.000	1.485				
Manchester Twp	0.000	0.000	0.000	0.000	0.000	9.412	20.650	0.739	0.000	0.000	30.801				
Milan	0.000	0.000	0.000	0.000	2.490	0.934	0.425	0.000	0.000	0.000	3.849				
Northfield Twp	0.000	4.915	1.911	3.011	11.230	16.431	5.497	3.308	0.619	0.000	46.922				
Pittsfield Twp	0.000	14.367	3.312	12.957	13.146	10.392	11.429	5.667	1.442	0.000	72.712				
Salem Twp	0.000	0.000	2.147	6.620	7.207	10.867	15.999	0.741	0.000	0.000	43.581				
Saline	0.000	0.431	0.864	0.874	2.043	3.314	3.259	1.759	0.140	0.000	12.684				
Saline Twp	0.000	0.352	0.000	0.038	2.728	8.802	22.739	0.000	0.382	0.000	35.041				
Scio Twp	2.128	8.865	14.820	5.644	9.522	9.695	3.540	6.056	2.196	0.000	62.466				
Sharon Twp	0.000	0.000	1.128	0.000	2.352	5.021	12.332	6.523	0.000	0.000	27.356				
Superior Twp	0.000	7.058	4.496	1.758	11.495	12.555	9.348	7.196	0.314	0.000	54.220				
Sylvan Twp	0.000	1.621	11.144	0.137	9.390	9.396	5.944	8.106	0.281	0.000	46.019				
Webster Twp	0.000	0.000	2.291	0.000	8.156	4.942	9.618	0.000	0.000	0.000	25.007				
York Twp	0.000	0.068	4.655	18.875	19.341	8.466	8.509	2.520	0.000	0.056	62.490				
Ypsilanti	0.000	0.591	1.226	2.240	4.408	5.322	5.753	4.732	1.640	0.000	25.912				
Ypsilanti Twp	0.939	1.728	2.991	9.328	16.460	22.214	23.184	9.200	1.941	0.000	87.985				
Total Miles	3.810	51.669	74.166	90.549	173.572	232.121	283.092	87.532	19.858	0.056	1,016.425				
Percentage Total	0.375%	5.083%	7.297%	8.909%	17.077%	22.837%	27.852%	8.612%	1.954%	0.006%	100.000%				

Best

Ratings

Worst

	10	9	8	7	6	5	4	3	2	1	Total
All Jurisdictions											
Ann Arbor	1.128	2.824	12.396	15.279	43.340	18.613	10.380	0.778	0.000	0.000	104.738
Ann Arbor Twp	0.000	9.171	9.834	12.640	11.001	7.745	3.165	1.418	0.000	0.000	54.974
Augusta Twp	0.000	0.000	0.000	11.212	7.783	9.470	11.197	1.102	0.000	0.000	40.764
Bridgewater Twp	0.000	0.000	0.000	2.742	11.593	1.223	9.940	0.000	0.018	0.000	25.516
Chelsea	0.000	0.000	0.000	0.410	1.092	1.414	0.776	0.000	0.000	0.000	3.692
Dexter	0.000	0.000	0.000	0.026	1.855	0.760	0.000	0.000	0.000	0.000	2.641
Dexter Twp	0.000	0.000	7.998	1.069	11.288	6.315	4.387	0.000	0.000	0.000	31.057
Freedom Twp	0.000	0.000	1.627	3.538	6.680	2.284	5.924	0.000	0.000	0.000	20.053
Lima Twp	0.000	0.000	0.000	5.171	21.541	2.188	7.026	0.367	0.000	0.000	36.293
Lodi Twp	0.000	0.000	0.479	10.803	11.200	2.785	7.834	0.158	0.000	0.000	33.259
Lyndon Twp	0.000	0.000	0.000	1.037	17.078	3.620	3.430	0.000	0.000	0.000	25.165
Manchester	0.000	0.000	0.000	0.404	0.875	0.092	0.114	0.000	0.000	0.000	1.485
Manchester Twp	0.000	2.969	0.000	0.425	7.558	10.895	8.487	0.420	0.047	0.000	30.801
Milan	0.000	0.000	0.779	1.074	0.795	1.201	0.000	0.000	0.000	0.000	3.849
Northfield Twp	0.000	0.000	6.718	19.445	11.141	0.188	8.666	0.764	0.000	0.000	46.922
Pittsfield Twp	1.441	0.484	3.702	36.573	15.292	7.493	6.408	1.319	0.000	0.000	72.712
Salem Twp	0.000	0.000	0.069	7.624	20.454	12.751	2.632	0.051	0.000	0.000	43.581
Saline	0.000	1.029	1.719	1.443	2.249	3.388	2.135	0.732	0.000	0.000	12.695
Saline Twp	0.000	0.000	0.832	4.863	4.413	6.808	18.125	0.000	0.000	0.000	35.041
Scio Twp	0.637	2.477	15.817	12.175	23.279	5.950	1.269	1.256	0.000	0.000	62.860
Sharon Twp	0.000	0.000	0.000	2.097	3.458	8.737	13.064	0.000	0.000	0.000	27.356
Superior Twp	0.000	0.000	10.896	8.037	20.124	6.548	8.299	0.316	0.000	0.000	54.220
Sylvan Twp	0.000	0.000	2.195	9.242	21.491	5.719	3.753	3.094	0.525	0.000	46.019
Webster Twp	0.000	0.000	2.607	7.138	10.016	0.424	4.822	0.000	0.000	0.000	25.007
York Twp	0.000	0.000	3.086	28.017	20.954	6.909	3.502	0.000	0.021	0.000	62.489
Ypsilanti	0.862	0.000	1.688	6.363	6.048	6.710	2.924	0.528	0.790	0.000	25.913
Ypsilanti Twp	0.157	0.232	11.187	29.179	21.852	15.434	8.371	1.572	0.000	0.000	87.984
Total Miles	4.225	19.186	93.629	238.026	334.450	155.664	156.630	13.875	1.401	-	1,017.086
Percentage Total	0.415%	1.886%	9.206%	23.403%	32.883%	15.305%	15.400%	1.364%	0.138%	0.000%	100.000%

ALL ABOUT WASHTENAW IN MOTION

Washtenaw in Motion (WIM) is an effort being led by the Washtenaw Area Transportation Study and the Michigan Environmental Council to educate the public and build a coalition supporting dedicated county-wide funding for alternative transportation. The project originally began in 2003 and has been garnering support since then by citizens, organizations and local governments. Several agencies have already joined the group including: the City of Ann Arbor, the Michigan Environmental Council and the Washtenaw Area Transportation Study. Some notable individuals who have joined include: Gretchen Driskell, Mayor of Saline, Jeff Irwin, Washtenaw County Commissioner and Jim Walter, Pittsfield Township Supervisor.

Principles	Goals
1. Public transit should be expanded and improved so that it provides an equal number of benefits as driving a car.	1. Explore funding methods for countywide transportation improvements.
2. Non-motorized transportation is a viable alternative to driving an automobile. Non-motorized transportation paths for walking and biking should be maintained and expanded.	2. Improve and expand the non-motorized transportation network around the county, forming an interconnected network.
3. A transportation system must be multimodal, offering residents a variety of choices to optimize their travel.	3. Improve and expand public transportation in Washtenaw County.
4. Land use must be coordinated with transportation planning in order to provide a functional transit system. Transit Friendly development is a means to create a useful, productive transportation system.	4. Manage and coordinate the various modes of transportation in order to create an interconnected transportation network.
5. Coordinating the ideas and efforts of all members of the coalition will lead to a transportation system that benefits the economy, environment, and residents of Washtenaw County.	5. Plan and support a commuter rail system, which will connect the densely populated areas of Washtenaw County, the City of Detroit, and Detroit-Metro Airport.

More information is available about the Washtenaw in Motion Coalition. If your group or agency would like a presentation or would like to have information about WIM mailed to you please contact the WATS office by calling 734-994-3127, emailing us at wats@miwats.org or visiting our website www.miwats.org

SAVE THE DATE!

WTS-Michigan will be holding their 4th Annual Scholarship and Awards Banquet on November 5th at the Lansing Center located at 333 E. Michigan Ave in Lansing. Ms. Janie Fouke, the Dean of the Engineering School at Michigan State University will be honored as the featured speaker this year. The event begins at 6pm with hors d'oeuvres and a silent auction. Please plan to join us to help celebrate with the winners and raise funds for our future transportation professionals. Registration information is available on the WTS National website at www.wtsnational.org; go to chapters choose Michigan then News & Events. For further information please contact Irene Christy at (734) 327-6688 or Jane Kent at Jane_Chet@hotmail.com.

UPDATE ON THE LINK

In August of 2003, the Ann Arbor Transportation Authority launched its downtown circulator service known as “The Link”. Funding for the service was largely acquired through a Congestion Mitigation Air Quality (CMAQ) grant. The now familiar purple buses circulate around the downtown of Ann Arbor. When service first began, service on the link was free of charge; the fare is currently 25 cents. The Link currently runs from 7:30 am to 6:30 pm M-F and Saturday from 11:00 am to 5:30 pm, and beginning in August the link began circulating until 11:30 pm on Fridays.



A recent addition to the Link is the installation of timers at the Link bus stops. These timers help keep the link buses on schedule as well as providing a way for potential riders to estimate how long until the next purple bus comes. These units are solar/battery powered and are reset as each link bus leaves the stop providing a way to estimate how long it will be for the next bus. AATA expects ridership to grow slowly. Similar services in similar areas have shown that it usually takes as much as a few years before the service experiences a large jump in ridership. In fact, September 2004 ridership numbers were up 100% from previous months. AATA remains hopeful that the Link will continue to be a success and remain part of the transportation system of Washtenaw County for years to come. In October, AATA will make a final decision as to whether or not to continue the Link circulator service past January 2005.

