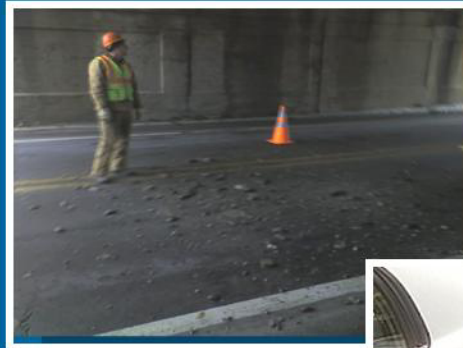


# WVATS



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## Appendices: 2035 Long Range Transportation Plan

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Vice-chair:	Pat Kelly, Dexter Township
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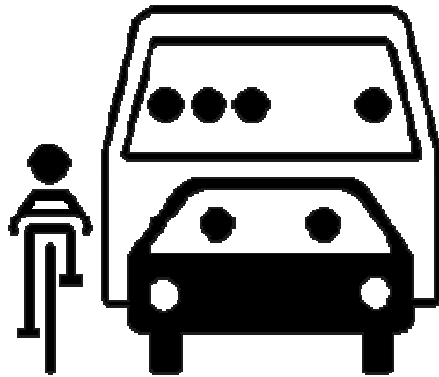
Chris Dingman	Federal Highway Administration
Carmine Palombo	Southeast Michigan Council of Governments

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# Appendices:

## 2035 Long Range Transportation Plan for Washtenaw County



Approved September 16, 2009

SEMCOG approval October 22, 2009

Washtenaw Area Transportation Study

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The preparation of this document was financed through grants from the U.S. Department of Transportation in cooperation with the Michigan Department of Transportation and contributions from local government, public transit and educational unit members of the Washtenaw Area Transportation Study.



## **Table of Contents**

Appendix A: Unfunded Improvements.....	A1
Appendix B: 2035 Travel Demand Model.....	A57
Appendix C: Public Involvement Documentation.....	A61
Appendix D: 2035 Plan Presentation.....	A107

## **List of Tables, Charts, Maps, and Figures**

Table 27: Unfunded Improvements.....	A4
Chart 20: 2035 Plan Number of Unfunded Improvements.....	A53
Chart 21: 2035 Plan Cost of Unfunded Improvements.....	A54
Map 14: Unfunded Improvements.....	A55
Map 15: Non-motorized Unfunded Improvements.....	A56
Figure 1: January 2009 – Goals and Objectives Public Meeting Notice.....	A63
Figure 2: January 2009 – Goals and Objectives Funding Exercise.....	A64
Figure 3: June-July 2009 – Draft Plan Public Meeting Notice.....	A65
Figure 4: January-July 2009 – Public Comment Received.....	A66
Figure 5: 2035 Plan Presentation .....	A109

# Appendices

The 2035 Long Range Plan Appendices Document is the third of three documents that make up the complete plan for Washtenaw County. This document includes unfunded projects, 2035 travel demand model information, and public comment documentation.

## **Appendix A: Unfunded Improvements**



## **2035 Plan Unfunded Improvements**

Citizens, elected officials, and transportation agencies across the County identified improvements included on the unfunded list. These unfunded improvements provide benefits toward an efficient and equitable transportation system. Because the 2035 Plan must be fiscally constrained to available funding, it is necessary to categorize certain projects as “Unfunded.” County transportation agencies reviewed and approved the unfunded projects submitted by the public, estimated the cost and provided year of construction.

Table 27 shows a list of all unfunded improvements, and Charts 16 and 17 display the improvements by number of improvements and cost of improvements.

Table 27  
2035 Unfunded Improvements

<b>JURISDICTION</b>	<b>PROJECT NAME</b>	<b>PROJECT LIMITS</b>	<b>PROPOSED WORK</b>	<b>TIME CODE</b>	<b>TOTAL COST</b>
AATA	22 Small buses for expanded service	AATA service area	Purchase buses	2010	\$3,300,000
AATA	24 Large buses for expanded service	AATA service area	Purchase buses	2010	\$15,000,000
AATA	24 Large buses for expanded service	AATA service area	Purchase buses	2011	\$15,000,000
AATA	8 Medium buses for expanded service	AATA service area	Purchase buses	2011	\$3,200,000
AATA	AATA expanded rural service (countywide)	AATA service area	Transit operating - new and expanded routes	2011	\$3,000,000
AATA	AATA expanded rural service (countywide)	AATA service area	Transit operating - new and expanded routes	2012	\$3,100,000
AATA	AATA expanded rural service (countywide)	AATA service area	Transit operating - new and expanded routes	2013	\$3,200,000
AATA	AATA expanded rural service (countywide)	AATA service area	Transit operating - new and expanded routes	2014	\$3,300,000
AATA	AATA expanded rural service (countywide)	AATA service area	Transit operating - new and expanded routes	2015	\$3,400,000
AATA	AATA expanded rural service (countywide)	AATA service area	Transit operating - new and expanded routes	2016-2020	\$18,000,000
AATA	AATA expanded rural service (countywide)	AATA service area	Transit operating - new and expanded routes	2021-2025	\$19,000,000
AATA	AATA expanded rural service (countywide)	AATA service area	Transit operating - new and expanded routes	2026-2030	\$20,000,000
AATA	AATA expanded rural service (countywide)	AATA service area	Transit operating - new and expanded routes	2031-2035	\$21,000,000

Table 27  
2035 Unfunded Improvements

<b>JURISDICTION</b>	<b>PROJECT NAME</b>	<b>PROJECT LIMITS</b>	<b>PROPOSED WORK</b>	<b>TIME CODE</b>	<b>TOTAL COST</b>
AATA	AATA expanded urban bus service	AATA service area	Transit operating - new and expanded routes	2011	\$11,000,000
AATA	AATA expanded urban bus service	AATA service area	Transit operating - new and expanded routes	2012	\$11,300,000
AATA	AATA expanded urban bus service	AATA service area	Transit operating - new and expanded routes	2013	\$11,600,000
AATA	AATA expanded urban bus service	AATA service area	Transit operating - new and expanded routes	2014	\$12,000,000
AATA	AATA expanded urban bus service	AATA service area	Transit operating - new and expanded routes	2015	\$12,400,000
AATA	AATA expanded urban bus service	AATA service area	Transit operating - new and expanded routes	2016-2020	\$62,000,000
AATA	AATA expanded urban bus service	AATA service area	Transit operating - new and expanded routes	2021-2025	\$65,000,000
AATA	AATA expanded urban bus service	AATA service area	Transit operating - new and expanded routes	2026-2030	\$67,000,000
AATA	AATA expanded urban bus service	AATA service area	Transit operating - new and expanded routes	2031-2035	\$70,000,000
AATA	AATA large buses	AATA service area	Replace buses	2021-2025	\$35,000,000
AATA	AATA medium buses	AATA service area	Replace buses	2021-2025	\$3,500,000
AATA	AATA medium buses	AATA service area	Replace buses	2031-2035	\$4,200,000
AATA	AATA small buses	AATA service area	Replace buses	2016-2020	\$3,600,000
AATA	AATA small buses	AATA service area	Replace buses	2021-2025	\$4,200,000
AATA	AATA small buses	AATA service area	Replace buses	2031-2035	\$4,800,000
AATA	AATA transit facility	AATA service area	Construct new facilities for expanded service	2012	\$5,400,000
AATA	Commuter rail service	from Howell to Ann Arbor	Construct and operate commuter rail service	2010	\$30,679,275



Table 27  
2035 Unfunded Improvements

<b>JURISDICTION</b>	<b>PROJECT NAME</b>	<b>PROJECT LIMITS</b>	<b>PROPOSED WORK</b>	<b>TIME CODE</b>	<b>TOTAL COST</b>
AATA	Huron	AATA service area	Expand route	2013	\$1,050,000
AATA	Huron River Drive	Textile to Whittaker	New route	2031-2035	\$350,000
AATA	New Express Route	Ann Arbor to Ypsilanti	New route	2012	\$1,800,000
AATA	Plymouth	AATA service area	Expand route	2013	\$2,100,000
AATA	Washtenaw	AATA service area	Expand route	2012	\$5,800,000
AATA	Washtenaw County share of commuter rail operations and connecting bus service	from Howell to Ann Arbor and Detroit to Ann Arbor	Transit operating	2011	\$12,000,000
AATA	Washtenaw County share of commuter rail operations and connecting bus service	from Howell to Ann Arbor and Detroit to Ann Arbor	Transit operating	2012	\$12,400,000
AATA	Washtenaw County share of commuter rail operations and connecting bus service	from Howell to Ann Arbor and Detroit to Ann Arbor	Transit operating	2013	\$12,800,000
AATA	Washtenaw County share of commuter rail operations and connecting bus service	from Howell to Ann Arbor and Detroit to Ann Arbor	Transit operating	2014	\$13,300,000
AATA	Washtenaw County share of commuter rail operations and connecting bus service	from Howell to Ann Arbor and Detroit to Ann Arbor	Transit operating	2015	\$13,700,000
AATA	Washtenaw County share of commuter rail operations and connecting bus service	from Howell to Ann Arbor and Detroit to Ann Arbor	Transit operating	2016-2020	\$70,000,000
AATA	Washtenaw County share of commuter rail operations and connecting bus service	from Howell to Ann Arbor and Detroit to Ann Arbor	Transit operating	2021-2025	\$72,000,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
AATA	Washtenaw County share of commuter rail operations and connecting bus service	from Howell to Ann Arbor and Detroit to Ann Arbor	Transit operating	2026-2030	\$75,000,000
AATA	Washtenaw County share of commuter rail operations and connecting bus service	from Howell to Ann Arbor and Detroit to Ann Arbor	Transit operating	2031-2035	\$78,000,000
				<b>AATA Total</b>	<b>\$914,479,275</b>
Ann Arbor	1st St.	Miller Ave. to William St.	Stripe bike lanes		\$6,000
Ann Arbor	7th St	W. Stadium Blvd to S. Driveway Pioneer High School	Construct new Pedestrian path on both sides		\$159,000
Ann Arbor	7th St.	Scio Church Rd. to Miller Ave.	Stripe bike lanes		\$29,000
Ann Arbor	7th Street SCOOT Expansion	From Scio Church to Miller	Implement congestion mitigation strategies	2012	\$600,000
Ann Arbor	AA Saline	I-94 to Oakbrook Dr.	Stripe bike lanes		\$5,000
Ann Arbor	AA Saline Rd	Lohr Rd to Brookfield Dr	Construct new Pedestrian path on both sides		\$330,000
Ann Arbor	AARR	AA City line to downtown AA	Construct new Pedestrian path on both sides		\$1,901,000
Ann Arbor	Aborview	Revena to Westwood	Construct Pedestrian path		\$178,000
Ann Arbor	Accessible Pedestrian Signals	City-wide	Modernize traffic signals	2011	\$127,500
Ann Arbor	Accessible Pedestrian Signals	City-wide	Modernize traffic signals	2012	\$127,500
Ann Arbor	Accessible Pedestrian Signals	City-wide	Modernize traffic signals	2013	\$127,500
Ann Arbor	Accessible Pedestrian Signals	City-wide	Modernize traffic signals	2014	\$127,500
Ann Arbor	Accessible Pedestrian Signals	City-wide	Modernize traffic signals	2015	\$127,500
Ann Arbor	Allen Creek Greenway	Downtown	Construct nonmotorized amenities	2015	\$3,500,000

Table 27  
2035 Unfunded Improvements

<b>JURISDICTION</b>	<b>PROJECT NAME</b>	<b>PROJECT LIMITS</b>	<b>PROPOSED WORK</b>	<b>TIME CODE</b>	<b>TOTAL COST</b>
Ann Arbor	Allen Creek Greenway	Downtown	Study	2014	\$300,000
Ann Arbor	Amtrak Station Relocation	City of Ann Arbor	Construct transit facility	2011	\$475,000
Ann Arbor	Amtrak Station Relocation	City of Ann Arbor	Construct transit facility	2012	\$3,900,000
Ann Arbor	Ann Arbor - Detroit Commuter Parking (Interim)	City of Ann Arbor	Construct transit facility	2011	\$200,000
Ann Arbor	Ann Arbor-Saline Road Pedestrian Bridge	Ann Arbor-Saline Road at Malletts Creek	Rehabilitate bridge	2010	\$100,000
Ann Arbor	Ann Arbor-Saline Road Queue Jump Lanes	Ann Arbor-Saline at I-94; Ann Arbor-Saline at Eisenhower	Transit enhancements	2012	\$300,000
Ann Arbor	Ann Arbor-Saline Road Queue Jump Lanes	Ann Arbor-Saline at I-94; Ann Arbor-Saline at Eisenhower	Transit enhancements	2014	\$2,060,000
Ann Arbor	Ann St.	Fuller Rd. to 1st St.	Stripe bike lanes		\$11,000
Ann Arbor	Arlington Blvd	Geddes Ave to Washtenaw Ave	Construct new Pedestrian path on both sides		\$710,000
Ann Arbor	Ashley St.	William Street to Miller Ave.	Stripe bike lanes		\$6,000
Ann Arbor	Barton Dr.	Hilldale Dr. to Whitmore Lake Rd.	Add wide shoulder		\$6,000
Ann Arbor	Barton Rd.	Plymouth Rd. to Hilldale	Stripe bike lane		\$10,000
Ann Arbor	Birch Hollow Dr.	Stone School Rd and East	Construct new Pedestrian path on both sides		\$235,000
Ann Arbor	Bird Road	from Newport Road to West Huron River Drive	Road operating	2010	\$100,000
Ann Arbor	Border to Border	Ann Arbor East Mitchell Field to Dixboro Road	Non-Motorized Path County Connector		\$1,030,000
Ann Arbor	Border to Border	Ann Arbor West Barton Pond to Mitchell Field	Non-Motorized Path County Connector		\$1,030,000
Ann Arbor	Border to Border	Dixboro Road to Hewitt Road	Non-Motorized Path County Connector		\$858,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Ann Arbor	Border to Border	Maple Road to Barton Pond	Non-Motorized Path County Connector		\$756,000
Ann Arbor	Brooks St.	Sunset St to Hockey Ln	Construct new Pedestrian path on both sides		\$127,000
Ann Arbor	Brooks St.	Sunset St to Robin Rd	Construct new Pedestrian path on both sides		\$127,000
Ann Arbor	Catherine St.	Glen Ave to Ashley St.	Stripe bike lanes		\$10,000
Ann Arbor	Clark	Hewitt to Hogback	Stripe bike lanes		\$254,000
Ann Arbor	Commercial Vehicle Management and Enforcement Study	Downtown	Study	2015	\$75,000
Ann Arbor	Cottonwood	Munger to Sunset	Construct Pedestrian path		\$1,268,000
Ann Arbor	Depot/Fuller St	Main St. to Fuller Rd.	Stripe bike lanes		\$4,000
Ann Arbor	Devonshire Rd./Hickory Ln	Washtenaw Ave to Geddes Ave	Construct new Pedestrian path on both sides		\$210,000
Ann Arbor	Devonshire Retaining Wall Replacement	Devonshire at Londonderry	Road operating	2014	\$50,000
Ann Arbor	Dexter Ave	N. Maple Rd to Allen Dr	Construct new Pedestrian path on both sides		\$279,000
Ann Arbor	Dexter Ave.	Huron St. To Veterans Park	Stripe bike lanes		\$11,000
Ann Arbor	Dexter Rd	Wagner Rd to N. Maple Rd	Construct new Pedestrian path on both sides		\$678,000
Ann Arbor	Dhu Varren	Plymouth to Nixon	Stripe bike lanes		\$20,000
Ann Arbor	Dhu Varren Rd.	Pontiac Trl to Nixon Rd.	Construct new Pedestrian path on both sides		\$869,000
Ann Arbor	Dhu Varren Water Encroachment Correction	Dhu Varren at Nixon Road	Road operating	2011	\$75,000
Ann Arbor	Downtown Circulation Study	Downtown	Study	2015	\$100,000

Table 27  
2035 Unfunded Improvements

<b>JURISDICTION</b>	<b>PROJECT NAME</b>	<b>PROJECT LIMITS</b>	<b>PROPOSED WORK</b>	<b>TIME CODE</b>	<b>TOTAL COST</b>
Ann Arbor	E. Hoover Ave.	S. State Street to S. Main St.	Stripe bike lanes		\$7,000
Ann Arbor	E. Huron River Dr.	Huron Pkwy to Hogback Rd	Construct new Pedestrian path on both sides		\$729,000
Ann Arbor	E. Huron River Rd.	Huron Pkwy. to Hogback Rd	Stripe bike lanes		\$16,000
Ann Arbor	E. Stadium	Tappan School to Main St.	Stripe bike lanes		\$17,000
Ann Arbor	E. Stadium Blvd	Main St to White St	Construct new Pedestrian path on both sides		\$381,000
Ann Arbor	E. University Ave	Hill St to S. University Ave	Stripe bike lanes		\$3,000
Ann Arbor	Earhart	M-14 to Warren	Add wide shoulder		\$96,000
Ann Arbor	Earhart Rd	Old Earhart Rd to Geddes Rd (east side)	Construct new Pedestrian path on one sides		\$786,000
Ann Arbor	Earhart Rd	Pine Brae Dr to Geddes Rd	Construct new Pedestrian path on both sides		\$140,000
Ann Arbor	Earhart Rd.	Geddes Rd. to Pine Brae Dr. (lower)	Stripe bike lanes		\$4,000
Ann Arbor	Earhart Rd.	Pine Brae Dr. (upper) to US 23 Bridge	Stripe bike lanes		\$16,000
Ann Arbor	Edgewood Dr	Elmwood Ave to Pittsfield Blvd	Construct new Pedestrian path on both sides		\$203,000
Ann Arbor	Ellsworth	Platt to Carpenter	Construct Pedestrian path		\$634,000
Ann Arbor	Ellsworth Rd	AA City line to Platt Rd	Construct new Pedestrian path on both sides		\$165,000
Ann Arbor	Ellsworth Rd	East of Platt Rd to West of Stone School Rd	Construct new Pedestrian path on both sides		\$317,000
Ann Arbor	Ellsworth Rd	Oak Valley to Maple Rd	Construct new Pedestrian path on both sides		\$634,000
Ann Arbor	Ellsworth Rd	Shadowood Dr to Stone School Rd	Construct new Pedestrian path on both sides		\$172,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Ann Arbor	Ellsworth Rd	Stone School Rd to Oak Valley Dr	Construct new Pedestrian path on one sides		\$476,000
Ann Arbor	Ellsworth Rd	Stone School Rd to S. State St.	Construct new Pedestrian path on one sides		\$634,000
Ann Arbor	Ellsworth Rd.	Stone School to Platt Rd.	Stripe bike lanes		\$14,000
Ann Arbor	Ellsworth Road Corridor Study	From State to east of Platt	Study	2014	\$50,000
Ann Arbor	Elmwood St	Packard St to Edgewood Dr	Construct new Pedestrian path on both sides		\$267,000
Ann Arbor	Emerald Ave	Independence Blvd to Candlewick Dr	Construct new Pedestrian path on both sides		\$127,000
Ann Arbor	Fernwood St	Packard St to Edgewood Dr	Construct new Pedestrian path on both sides		\$267,000
Ann Arbor	Fuller Rd	Fuller Ct to Huron Pkwy	Construct new Pedestrian path on both sides		\$476,000
Ann Arbor	Fuller Rd	Fuller St. to East Medical Center Dr.	Stripe bike lanes		\$10,000
Ann Arbor	Fuller Road Multimodal Center	Fuller Road between East Medical Center and the Huron River	Construct transit facility	2010	\$5,000,000
Ann Arbor	Fuller/Geddes Rd	Beal Ave. to Huron Pkwy	Stripe bike lanes		\$16,000
Ann Arbor	Geddes	US-23 East to County Line	Pedestrian path and bike lane		\$4,436,000
Ann Arbor	Geddes Ave	Hill St. to Huron Pkwy	Stripe bike lanes		\$2,000
Ann Arbor	Geddes Ave.	N. University to Observatory	Stripe bike lanes		\$4,000
Ann Arbor	Geddes Ave.	Observatory St. to Hill St.	Stripe bike lanes		\$24,000
Ann Arbor	Geddes Avenue Road Sloughing Correction	from Huron Pkwy to Gallup Park entrance	Road operating	2013	\$350,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Ann Arbor	Geddes Avenue Road Sloughing Correction	from Huron Pkwy to Gallup Park entrance	Road operating	2014	\$500,000
Ann Arbor	Geddes Rd	Earhart Rd to Huron Pkwy	Construct new Pedestrian path on both sides		\$552,000
Ann Arbor	Geddes Road Sloughing Correction	East of Huron Parkway	Road operating	2011	\$150,000
Ann Arbor	Geddes Road Sloughing Correction	East of Huron Parkway	Road operating	2012	\$300,000
Ann Arbor	Glazier Way	Green Rd. to Earhart Rd.	Stripe bike lanes		\$7,000
Ann Arbor	Grade seperated rail crossings	Arb, UM medical center, N Main, and Huron River Drive	Install grade seperated rail crossings	2030-2035	\$8,000,000
Ann Arbor	Green	Glazier to Bluett	Pedestrian path and bike lane		\$1,268,000
Ann Arbor	Green Rd.	Gettysburg to Nixon Rd.	Stripe bike lanes		\$11,000
Ann Arbor	Green Rd.	Glazier Way to Windemere Dr.	Stripe bike lanes		\$3,000
Ann Arbor	Green Rd.	Windemere Dr. to Gettysburg	Stripe bike lanes		\$25,000
Ann Arbor	Green Road	Burbank Dr to Burbank Dr	Construct new Pedestrian path on both sides		\$191,000
Ann Arbor	Green Road	Hubbard St to Windemere Dr	Construct new Pedestrian path on both sides		\$184,000
Ann Arbor	Hill St.	S. Main St. to Geddes Ave	Stripe bike lanes		\$25,000
Ann Arbor	Hilldale Dr.	Barton to Skydale	Construct new Pedestrian path on both sides		\$191,000
Ann Arbor	Huron Parkway	Plymouth to Washtenaw	Stripe bike lanes		\$47,000
Ann Arbor	Huron Parkway Greenway	from Leslie Park to Whitmore Lake	Construct nonmotorized path	2016-2020	\$65,000
Ann Arbor	Huron Pkwy	Geddes Ave to HH Golf Course	Construct new Pedestrian path on both sides		\$286,000
Ann Arbor	Huron Pkwy	Traver to Whitmore Lake	Add non-motorized path	2030-2035	\$750,000



Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Ann Arbor	Huron Pkwy	Washtenaw Ave. to Platt Rd.	Stripe bike lanes		\$6,000
Ann Arbor	Independence Blvd	Victoria Ave to Powell Ave	Construct new Pedestrian path on both sides		\$159,000
Ann Arbor	Jackson St.	Maple Rd. to Dexter Ave.	Stripe bike lanes		\$11,000
Ann Arbor	Jewett St	S Industrial Hwy to Packard St	Construct new Pedestrian path on both sides		\$286,000
Ann Arbor	LED Streetlight Conversion	City-wide	Roadway enhancements	2010	\$430,000
Ann Arbor	LED Streetlight Conversion	City-wide	Roadway enhancements	2011	\$430,000
Ann Arbor	LED Streetlight Conversion	City-wide	Roadway enhancements	2012	\$430,000
Ann Arbor	Madison St.	7th St. to 5th Ave.	Stripe bike lanes		\$9,000
Ann Arbor	Maiden Lane/Fuller/Geddes Queue Jump Lanes	Maiden Lane/Fuller/Geddes	Transit enhancements	2013	\$250,000
Ann Arbor	Maiden Lane/Fuller/Geddes Queue Jump Lanes	Maiden Lane/Fuller/Geddes	Transit enhancements	2015	\$1,030,000
Ann Arbor	Major Midblock Crossings	City-wide	Improve safety	2014	\$300,000
Ann Arbor	Miller Ave	East of Saunders Crest to Linda Vista Ave	Construct new Pedestrian path on both sides		\$267,000
Ann Arbor	Miller Ave.	N. Maple Rd. to Newport Rd.	Improve Bike Access		\$13,000
Ann Arbor	Morehead-Delaware Pedestrian Bridge	Malletts Creek between Ann Arbor-Saline Road and 7th	Rehabilitate bridge	2010	\$130,000
Ann Arbor	Morehead-Delaware Pedestrian Bridge	Malletts Creek between Ann Arbor-Saline Road and 7th	Rehabilitate bridge		\$400,000
Ann Arbor	N. Main St	M-14 to Depot St	Construct new Pedestrian path on both sides		\$419,000
Ann Arbor	N. Main St.	Depot St. to M-14	Stripe bike lanes		\$10,000
Ann Arbor	N. Maple Rd	M-14 to Craig Rd	Construct new Pedestrian path on both sides		\$273,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Ann Arbor	N. Maple Rd	Miller Rd to M-14	Construct new Pedestrian path on both sides		\$267,000
Ann Arbor	N. Maple Rd.	Miller Ave. to Dexter Ave.	Stripe bike lanes		\$10,000
Ann Arbor	N. University Ave.	S.State St. to Oxford Rd.	Stripe bike lanes		\$11,000
Ann Arbor	Newport	Miller to Sunset	Construct Pedestrian path		\$381,000
Ann Arbor	Newport Rd.	Miller Ave. to Sunset Rd.	Stripe bike lanes		\$9,000
Ann Arbor	Newport Rd.	Sunset road to Riverwood Rd	Construct new Pedestrian path on both sides		\$200,000
Ann Arbor	Newport Road Retaining Walls	from Miller to Westport	Road operating	2015	\$200,000
Ann Arbor	Nixon Rd	Clague Middle School to M-14	Construct new Pedestrian path on both sides		\$229,000
Ann Arbor	Nixon Road Corridor Study	From Huron Parkway to M-14	Study	2012	\$200,000
Ann Arbor	Non-motorized Access	from West Huron River Drive to North Main Street	Construct nonmotorized path	2015	\$50,000
Ann Arbor	Non-motorized Access	from West Huron River Drive to North Main Street	Construct nonmotorized path	2016-2020	\$200,000
Ann Arbor	Non-motorized maintenance	Various locations	Clean bike lanes of debris	2015-2035	\$450,000
Ann Arbor	Non-motorized/transit connections	Various locations	Countywide non-motized/transit links	2010-2035	\$2,500,000
Ann Arbor	Northside	Entire Street	Construct Pedestrian path		\$127,000
Ann Arbor	Oakbrook Dr	S. Main St to S. State St	Construct new Pedestrian path on both sides		\$317,000
Ann Arbor	Oakbrook Dr.	AA Saline Rd. to Main St.	Stripe bike lanes		\$10,000
Ann Arbor	Packard	Golfside to Stadium	Pedestrian path and bike lane		\$2,662,000
Ann Arbor	Packard St.	Stadium Blvd. to Eisenhower Pkwy.	Stripe bike lanes		\$20,000

Table 27  
2035 Unfunded Improvements

<b>JURISDICTION</b>	<b>PROJECT NAME</b>	<b>PROJECT LIMITS</b>	<b>PROPOSED WORK</b>	<b>TIME CODE</b>	<b>TOTAL COST</b>
Ann Arbor	Page Ave	Jewett St to Esche Ave	Construct new Pedestrian path on both sides		\$134,000
Ann Arbor	Pauline Blvd	W. Stadium Blvd. to east of Redeemer	Stripe bike lanes		\$4,000
Ann Arbor	Pauline Blvd.	Main St. to east of Redeemer	Stripe bike lanes		\$13,000
Ann Arbor	Pavement Markings & Sign Systems Replacement	City-wide	Improve pavement markings	2011	\$150,000
Ann Arbor	Pavement Markings & Sign Systems Replacement	City-wide	Improve pavement markings	2012	\$150,000
Ann Arbor	Pavement Markings & Sign Systems Replacement	City-wide	Improve pavement markings	2013	\$150,000
Ann Arbor	Pavement Markings & Sign Systems Replacement	City-wide	Improve pavement markings	2014	\$150,000
Ann Arbor	Pavement Markings & Sign Systems Replacement	City-wide	Improve pavement markings	2015	\$150,000
Ann Arbor	Pedestrian Access Over/Under Interstates	Washtenaw at US-23; AA-Saline Road at I-94; State St at I-94	Construct nonmotorized path	2012	\$1,000,000
Ann Arbor	Pedestrian Access Over/Under Interstates	Washtenaw at US-23; AA-Saline Road at I-94; State St at I-94	Construct nonmotorized path	2013	\$1,000,000
Ann Arbor	Pedestrian Access Over/Under Interstates	Washtenaw at US-23; AA-Saline Road at I-94; State St at I-94	Construct nonmotorized path	2014	\$1,000,000
Ann Arbor	Pedestrian Access Over/Under Interstates	Washtenaw at US-23; AA-Saline Road at I-94; State St at I-94	Construct nonmotorized path	2015	\$1,000,000
Ann Arbor	Pedestrian Signal Countdown Heads	City-wide	Modernize traffic signals	2011	\$127,500

Table 27  
2035 Unfunded Improvements

<b>JURISDICTION</b>	<b>PROJECT NAME</b>	<b>PROJECT LIMITS</b>	<b>PROPOSED WORK</b>	<b>TIME CODE</b>	<b>TOTAL COST</b>
Ann Arbor	Pedestrian Signal Countdown Heads	City-wide	Modernize traffic signals	2012	\$127,500
Ann Arbor	Pedestrian Signal Countdown Heads	City-wide	Modernize traffic signals	2013	\$127,500
Ann Arbor	Pedestrian Signal Countdown Heads	City-wide	Modernize traffic signals	2014	\$127,500
Ann Arbor	Pedestrian Signal Countdown Heads	City-wide	Modernize traffic signals	2015	\$127,500
Ann Arbor	Platt	Huron Parkway to Washtenaw	Construct sidewalks	2010	\$75,000
Ann Arbor	Platt Rd.	Ellsworth Rd. to S. Huron Pkwy.	Stripe bike lanes		\$22,000
Ann Arbor	Platt Rd.	Washtenaw Ave. to S. Huron Pkwy	Stripe bike lanes		\$5,000
Ann Arbor	Platt Road/Jackson Ave Road Diet Feasibility Study	From Packard to Huron Pkwy/From Maple to Revena	Study	2015	\$60,000
Ann Arbor	Plymouth	Nixon to Dixboro	Pedestrian path and bike lane		\$1,619,000
Ann Arbor	Plymouth	Plymouth north of Barton	Construct transit facility	2010	\$250,000
Ann Arbor	Plymouth Queue Jump Lanes	from US-23 to Huron Parkway	Transit enhancements	2014	\$300,000
Ann Arbor	Plymouth Queue Jump Lanes	from US-23 to Huron Parkway	Transit enhancements	2016-2020	\$2,060,000
Ann Arbor	Pontiac St/Trl.	Broadway to Dhu Varren Rd.	Add wide shoulder		\$25,000
Ann Arbor	Pontiac Trail	Skydale Dr. to M-14	Construct new Pedestrian path on both sides		\$507,000
Ann Arbor	Research Park	at Ellsworth	New Traffic Light	2035	\$140,000
Ann Arbor	S. Industrial Hwy	E. Stadium Blvd to Eisenhower Pkwy	Stripe bike lanes		\$18,000
Ann Arbor	S. Main St.	Stadium to Scio Church	Stripe bike lanes		\$7,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Ann Arbor	S. Main Street	Eisenhower Pkwy to I-94	Construct new Pedestrian path on both sides		\$888,000
Ann Arbor	S. Maple Rd	Liberty St. to Scio Church Rd.	Stripe bike lanes		\$18,000
Ann Arbor	S. State St.	Eisenhower Pkwy to KMS Place (State Cir)	Construct new Pedestrian path on both sides		\$412,000
Ann Arbor	S. University Ave.	S. State St. to S. Forest Ave.	Stripe bike lanes		\$6,000
Ann Arbor	Scio Church	Seventh to Main	Stripe bike lanes		\$8,000
Ann Arbor	Scio Church Rd	7th St to Greenview Dr	Construct new Pedestrian path on both sides		\$96,000
Ann Arbor	Scio Church Rd	Churchill Dr to S. Maple Rd	Construct new Pedestrian path on both sides		\$222,000
Ann Arbor	Scio Church Rd.	Maple Rd to Seventh St	Stripe bike lanes		\$12,000
Ann Arbor	Signal Priority for Transit	City-wide	Implement ITS strategies	2010	\$336,000
Ann Arbor	Signature Transit Service - Design	City of Ann Arbor	Transit operating - urban	2011	\$3,750,000
Ann Arbor	Signature Transit Service - Feasibility Study	AATA service area	Study	2010	\$640,000
Ann Arbor	Springbrook St	Packard St to Marshall St	Construct new Pedestrian path on both sides		\$267,000
Ann Arbor	State St.	Eisenhower Pkwy to I-94	Stripe bike lanes		\$6,000
Ann Arbor	State Street Corridor Study	From Eisenhower Parkway to Stimson	Study	2015	\$750,000
Ann Arbor	State Street Queue Jump Lanes	State Street at I-94; State Street at Eisenhower	Transit enhancements	2016-2020	\$2,360,000
Ann Arbor	Stone School Rd	Ellsworth Rd to I-94	Construct new Pedestrian path on both sides		\$336,000
Ann Arbor	Stone School Rd	I-94 to Pebble Creek dr	Construct new Pedestrian path on both sides		\$165,000

Table 27  
2035 Unfunded Improvements

<b>JURISDICTION</b>	<b>PROJECT NAME</b>	<b>PROJECT LIMITS</b>	<b>PROPOSED WORK</b>	<b>TIME CODE</b>	<b>TOTAL COST</b>
Ann Arbor	Stone School Rd.	Packard St. to Ellsworth Rd.	Stripe bike lanes		\$14,000
Ann Arbor	Street Lights	Various urban locations	Add street lights	2035	\$2150 per light
Ann Arbor	Sunset Rd	Newport Rd to W. Summit St	Construct new Pedestrian path on both sides		\$792,000
Ann Arbor	Transit Connector	City of Ann Arbor	Transit capital	2015	\$30,000,000
Ann Arbor	Traver Road Pedestrian Bridge	Traver Road at Traver Creek	Rehabilitate bridge	2013	\$40,000
Ann Arbor	Various locations - Shared Path Resurfacing & Replacements	City-wide	Pavement capital preventive maintenance	2010	\$150,000
Ann Arbor	Various locations - Shared Path Resurfacing & Replacements	City-wide	Pavement capital preventive maintenance	2011	\$150,000
Ann Arbor	Various locations - Shared Path Resurfacing & Replacements	City-wide	Pavement capital preventive maintenance	2012	\$150,000
Ann Arbor	Various locations - Shared Path Resurfacing & Replacements	City-wide	Pavement capital preventive maintenance	2013	\$150,000
Ann Arbor	Various locations - Shared Path Resurfacing & Replacements	City-wide	Pavement capital preventive maintenance	2014	\$150,000
Ann Arbor	Various locations - Shared Path Resurfacing & Replacements	City-wide	Pavement capital preventive maintenance	2015	\$150,000
Ann Arbor	Various locations - Shared Path Resurfacing & Replacements	City-wide	Pavement capital preventive maintenance	2016-2020	\$750,000

Table 27  
2035 Unfunded Improvements

<b>JURISDICTION</b>	<b>PROJECT NAME</b>	<b>PROJECT LIMITS</b>	<b>PROPOSED WORK</b>	<b>TIME CODE</b>	<b>TOTAL COST</b>
Ann Arbor	Various locations - Shared Path Resurfacing & Replacements	City-wide	Pavement capital preventive maintenance	2021-2025	\$750,000
Ann Arbor	Various locations - Shared Path Resurfacing & Replacements	City-wide	Pavement capital preventive maintenance	2026-2030	\$750,000
Ann Arbor	Various locations - Shared Path Resurfacing & Replacements	City-wide	Pavement capital preventive maintenance	2031-2035	\$750,000
Ann Arbor	Various locations - Sidewalk Gaps (Citizen Requests)	City-wide	Construct sidewalks	2010	\$40,000
Ann Arbor	Various locations - Sidewalk Gaps (Citizen Requests)	City-wide	Construct sidewalks	2011	\$40,000
Ann Arbor	Various locations - Sidewalk Gaps (Citizen Requests)	City-wide	Construct sidewalks	2012	\$40,000
Ann Arbor	Various locations - Sidewalk Gaps (Citizen Requests)	City-wide	Construct sidewalks	2013	\$40,000
Ann Arbor	Various locations - Sidewalk Gaps (Citizen Requests)	City-wide	Construct sidewalks	2014	\$40,000
Ann Arbor	Various locations - Sidewalk Gaps (Citizen Requests)	City-wide	Construct sidewalks	2015	\$40,000
Ann Arbor	Various locations - Sidewalk Gaps (Citizen Requests)	City-wide	Construct sidewalks	2016-2020	\$200,000
Ann Arbor	Various locations - Sidewalk Gaps (Citizen Requests)	City-wide	Construct sidewalks	2021-2025	\$200,000
Ann Arbor	Various locations - Sidewalk Gaps (Citizen Requests)	City-wide	Construct sidewalks	2026-2030	\$200,000
Ann Arbor	Various locations - Sidewalk Gaps (Citizen Requests)	City-wide	Construct sidewalks	2031-2035	\$200,000



Table 27  
2035 Unfunded Improvements

<b>JURISDICTION</b>	<b>PROJECT NAME</b>	<b>PROJECT LIMITS</b>	<b>PROPOSED WORK</b>	<b>TIME CODE</b>	<b>TOTAL COST</b>
Ann Arbor	Various locations - Sidewalk Gaps (School Access)	City-wide	Construct sidewalks	2010	\$40,000
Ann Arbor	Various locations - Sidewalk Gaps (School Access)	City-wide	Construct sidewalks	2011	\$40,000
Ann Arbor	Various locations - Sidewalk Gaps (School Access)	City-wide	Construct sidewalks	2012	\$40,000
Ann Arbor	Various locations - Sidewalk Gaps (School Access)	City-wide	Construct sidewalks	2013	\$40,000
Ann Arbor	Various locations - Sidewalk Gaps (School Access)	City-wide	Construct sidewalks	2014	\$40,000
Ann Arbor	Various locations - Sidewalk Gaps (School Access)	City-wide	Construct sidewalks	2015	\$40,000
Ann Arbor	Various locations - Sidewalk Gaps (School Access)	City-wide	Construct sidewalks	2016-2020	\$200,000
Ann Arbor	Various locations - Sidewalk Gaps (Transit Access)	City-wide	Construct sidewalks	2010	\$40,000
Ann Arbor	Various locations - Sidewalk Gaps (Transit Access)	City-wide	Construct sidewalks	2011	\$40,000
Ann Arbor	Various locations - Sidewalk Gaps (Transit Access)	City-wide	Construct sidewalks	2012	\$40,000
Ann Arbor	Various locations - Sidewalk Gaps (Transit Access)	City-wide	Construct sidewalks	2013	\$40,000
Ann Arbor	Various locations - Sidewalk Gaps (Transit Access)	City-wide	Construct sidewalks	2014	\$40,000
Ann Arbor	Various locations - Sidewalk Gaps (Transit Access)	City-wide	Construct sidewalks	2015	\$40,000
Ann Arbor	Various locations - Sidewalk Gaps (Transit Access)	City-wide	Construct sidewalks	2016-2020	\$200,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Ann Arbor	Various locations - Sidewalk Gaps (Transit Access)	City-wide	Construct sidewalks	2021-2025	\$200,000
Ann Arbor	W. Stadium	Main to Pauline	Stripe bike lanes		\$18,000
Ann Arbor	WALLY - Downtown Station	Downtown	Construct transit facility	2010	\$150,000
Ann Arbor	WALLY - Downtown Station	Downtown	Construct transit facility	2011	\$300,000
Ann Arbor	WALLY - Downtown Station	tbd	Construct transit facility	2013	\$5,000,000
Ann Arbor	WALLY - Operating Capital	WALLY Service Area	Transit capital	2010	\$32,000,000
Ann Arbor	WALLY - Operating Capital	WALLY Service Area	Transit capital	2011	\$32,000,000
Ann Arbor	Washtenaw Ave	Huron Pkwy to Pittsfield Blvd	Construct new Pedestrian path on both sides		\$172,000
Ann Arbor	Washtenaw Ave	Tuomy to Glenwood	Construct new Pedestrian path on both sides		\$723,000
Ann Arbor	Washtenaw Ave	US 23 Interchange Area - Pittsfield Twp	Construct new Pedestrian path on both sides		\$324,000
Ann Arbor	Washtenaw Queue Jump Lanes	from US-23 to Platt	Transit enhancements	2011	\$350,000
Ann Arbor	Washtenaw Queue Jump Lanes	from US-23 to Platt	Transit enhancements	2013	\$3,090,000
Ann Arbor	Watershed Drive Retaining Wall Replacement	from Watershed Court to Narrow Gauge	Road operating	2014	\$350,000
Ann Arbor	William St.	Main to east of Division	Stripe bike lanes		\$4,000
Ann Arbor	William St.	1st St. to Main St.	Stripe bike lanes		\$2,000
Ann Arbor	Yost Dr	Eli Dr to Oakwood St	Construct new Pedestrian path on both sides		\$64,000
Ann Arbor	Buhr Park/County Farm Park	Packard St to Washtenaw Ave	Construct new Pedestrian path on both sides		N/A

Table 27  
2035 Unfunded Improvements

<b>JURISDICTION</b>	<b>PROJECT NAME</b>	<b>PROJECT LIMITS</b>	<b>PROPOSED WORK</b>	<b>TIME CODE</b>	<b>TOTAL COST</b>
Ann Arbor	Dolph Park Path	Central Ave to Lakeview Ave	Construct new Pedestrian path on both sides		N/A
Ann Arbor	Dolph Park Path	Wagner Rd to Lakewood Ave	Construct new Pedestrian path on both sides		N/A
Ann Arbor	Dolph Park Path	Wagner Rd to Lakewood Dr	Construct new Pedestrian path on both sides		N/A
Ann Arbor	Earhart Rd	Old Earhart Rd to Village Park Entrance	Construct new Pedestrian path on both sides		N/A
Ann Arbor	East edge of Leslie Golf Course	Huron Parkway and Willowtree Lane	Construct new Pedestrian path on both sides		N/A
Ann Arbor	Hemlock Drive Path	Hemlock Drive to Southeast Area Park	Construct new Pedestrian path on both sides		N/A
Ann Arbor	Honey Creek Pond Path	W Liberty St to pond	Construct new Pedestrian path on both sides		N/A
Ann Arbor	Huron River Path	Fuller Park	Construct new Pedestrian path on both sides		N/A
Ann Arbor	Huron River Path	MichCON Property	Construct new Pedestrian path on both sides		N/A
Ann Arbor	Huron River Path	Mitchell field	Construct new Pedestrian path on both sides		N/A
Ann Arbor	Huron River Path	RR ROW	Construct new Pedestrian path on both sides		N/A
Ann Arbor	Lakeshore Path	Lakeshore Drive	Construct new Pedestrian path on both sides		N/A
Ann Arbor	New High School connectors	Riverwood, Newport Creek Dr and Oak Hills Dr.	Construct new Pedestrian path on both sides		N/A
Ann Arbor	Scarlett Mitchell Park Path	Path - former RR corridor	Construct new Pedestrian path on both sides		N/A

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Ann Arbor	Trail along I-94	Scio Church Rd to Northbrook Dr	Construct new Pedestrian path on both sides		N/A
				<b>Ann Arbor Total</b>	<b>\$197,625,000</b>
Chelsea	Freer	Darwin to Dexter-Chelsea	Add wide shoulder		\$48,000
Chelsea	Freer	Darwin to Washington	Add wide shoulder		\$4,000
Chelsea	Freer	Washington to Jackson	Construct Pedestrian path		\$179,000
Chelsea	Main St. (Chelsea)	Entire Length	Pedestrian path and bike lane		\$333,000
Chelsea	McKinley	Middle to Waterloo	Construct Pedestrian path		\$927,000
Chelsea	Middle	Wilkinson to Cavanaugh lake	Stripe bike lanes		\$48,000
Chelsea	Sibley	Bush to M-52	Add wide shoulder		\$151,000
				<b>Chelsea Total</b>	<b>\$1,690,000</b>
Dexter	Alpine St	curve to Fifth Street	Construct New Pedestrian path		\$16,000
Dexter	Ann Arbor	Kensington to Baker	repair trip hazards, cracking, root penetration, drainage		\$10,000
Dexter	Baker	Main to Forest	repair trip hazards, cracking, root penetration, drainage		\$4,000
Dexter	Baker Rd	Ann Arbor to Bates School	repair trip hazards, cracking, root penetration, drainage		\$2,000
Dexter	Baker Rd	From Village Limits to Main St	Rehabilitate roadway	2013	\$450,000
Dexter	Bike lane prioritization	Various	Develop plan to prioritize the construction of bike lanes	2013	\$15,000
Dexter	Bridge Advocacy	Countywide	Public relations for funding	2015	\$15,000
Dexter	Broad St	Main to Third	repair trip hazards, cracking, root penetration, drainage		\$2,000
Dexter	Central St	Huron to 3255 Central	repair trip hazards, cracking, root penetration, drainage		\$7,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Dexter	Dan Hoey	Dongara to Dexter-Ann Arbor	Stripe bike lanes		\$103,000
Dexter	Dexter- Ann Arbor	Carrington to Meadowview	add pedestrian facility on North/East side of Road		\$40,000
Dexter	Dexter- Ann Arbor	Main to Dover	repair trip hazards, cracking, root penetration, drainage		\$23,000
Dexter	Dexter- Ann Arbor	Mill Creek Middle to Mobile Station	Construct New Pedestrian path		\$23,000
Dexter	Dexter Chelsea	Parker to Main	Add wide shoulder		\$96,000
Dexter	Dexter-Ann Arbor Rd	From Meadowview to Baker	Construct nonmotorized amenities	2013	\$400,000
Dexter	Dexter-Ann Arbor Rd	From Meadowview to Baker	Rehabilitate roadway	2013	\$600,000
Dexter	Dexter-Ann Arbor Rd	within Village of Dexter	Pave wide shoulder from Kensington St. to Mill Creek School	2012	\$50,000
Dexter	Dexter-Townhall	Island Lake to N. County Line	Add Wide Shoulder		\$72,000
Dexter	Dover St	Ann Arbor to Second	repair trip hazards, cracking, root penetration, drainage		\$2,000
Dexter	Dover St	Dover from Ann Arbor Fourth	Construct New Pedestrian path		\$18,000
Dexter	Edison St	Ann Arbor to Second	Construct New Pedestrian path		\$45,000
Dexter	Edison St	Edison from Fourth to Second	Construct New Pedestrian path		\$45,000
Dexter	Fifth St	Central to Broad	Construct New Pedestrian path		\$8,000
Dexter	Fifth St	Edison to Alpine	repair trip hazards, cracking, root penetration, drainage		\$7,000
Dexter	Forest St	Broad to Baker	repair trip hazards, cracking, root penetration, drainage		\$7,000
Dexter	Forest St	Forest from Baker to Kensington	Construct New Pedestrian path		\$45,000
Dexter	Fourth St	Alley to End	Construct New Pedestrian path		\$12,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Dexter	Funding expansion plan	Various	Explore and support methods to secure and increase funding for transportation	2013	\$10,000
Dexter	Grand St	Hudson to Kensington	Construct New Pedestrian path		\$37,000
Dexter	Hankerd	N. Territorial to N. County Line	Add Wide Shoulder		\$33,000
Dexter	Hudson St	Ann Arbor to Second	repair trip hazards, cracking, root penetration, drainage		\$3,000
Dexter	Hudson St	Baker and Ann Arbor	repair trip hazards, cracking, root penetration, drainage		\$4,000
Dexter	Hudson St	Grand to Fourth	Construct New Pedestrian path		\$40,000
Dexter	Huron	Central to Third	repair trip hazards, cracking, root penetration, drainage		\$2,000
Dexter	Inverness	Ann Arbor to Second	Construct Pedestrian path		\$31,000
Dexter	Inverness	Ann Arbor to Second	repair trip hazards, cracking, root penetration, drainage		\$4,000
Dexter	Inverness	Grand to Ann Arbor	Construct Pedestrian path		\$31,000
Dexter	Kensington	Grand to Ann Arbor	Construct Pedestrian path		\$31,000
Dexter	Land use plan	Various	Develop/support transportation conducive land use and funding alternatives	2020	\$25,000
Dexter	Non-motorized maintenance	Various locations	Clean bike lanes of debris	annual	\$5,000
Dexter	Non-motorized/transit connections	Various locations	Countywide non-motized/transit links	2015	\$1,000,000
Dexter	Safety recommendations	Various	Publish safety tips in local newspaper	2012	\$10,000
Dexter	Second St	Central to	Construct Pedestrian path		\$61,000
Dexter	Street Lights	Various urban locations	Add street lights	2015	\$100,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Dexter	Third St	Central to End	Construct Pedestrian path		\$54,000
Dexter	Third St	Dover to Broad	repair trip hazards, cracking, root penetration, drainage		\$2,000
Dexter	Third St	Dover to Kensington	Construct Pedestrian path		\$61,000
Dexter	Various bike lanes leading to schools	Village wide	Stripe bike lanes		\$35,000
Dexter	Warior Creek Park bridge	Over Mill Creek and under rail road trestle	Construct bike/ped bridge with neighborhood connections on both sides	2012	\$1,500,000
Dexter	Westside Connector	Connection from HCMA Phase 2 to WCPARC Segment D1	Construct Non-motorized connection		\$16,000
Dexter	Baker	Shield to Dan Hoey	Construct Pedestrian path		\$15,000
Dexter	Dan Hoey	Dongara to Baker	Construct Pedestrian path		\$24,000
Dexter	Meadowview	Dexter-Ann Arbor to End	Construct Pedestrian path		\$45,000
Dexter	Mill Pond	Walking Trails in reclaimed Mill Pond	Construct Boardwalks		\$91,000
				<b>Dexter Total</b>	<b>\$5,387,000</b>
Manchester	Adrian	Main to S. Village Limit	Pedestrian path and bike lane		\$119,000
Manchester	Auburn	River Bend to M-52	Construct new Pedestrian Path on both sides		\$42,000
Manchester	Bealfort	Furnace to River Side	Construct new Pedestrian Path on both sides		\$20,000
Manchester	Bealfort	River Side to Vernon	Construct new Pedestrian Path on one side		\$6,000
Manchester	Clarkson	River Bend to Auburn	Construct new Pedestrian Path on both sides		\$27,000



Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Manchester	Clinton	Duncan to Territorial	Construct new Pedestrian Path on both sides		\$27,000
Manchester	Division	Duncan to Main	Construct new Pedestrian Path on one side		\$12,000
Manchester	Division	Duncan to Riverside	Construct new Pedestrian Path on both sides		\$31,000
Manchester	Duncan	Adrian to River Side	Construct new Pedestrian Path on both sides		\$16,000
Manchester	Duncan	Clinton to Adrian	Construct new Pedestrian Path on one side		\$6,000
Manchester	Duncan	E. Village limit to Bealfort	Construct new Pedestrian Path on both sides		\$127,000
Manchester	Duncan	Macomb to Union	Construct new Pedestrian Path on both sides		\$16,000
Manchester	Elton	Territorial to Main	Construct new Pedestrian Path on both sides		\$12,000
Manchester	Furnace	River Side to Adrian	Construct new Pedestrian Path on both sides		\$50,000
Manchester	Galloway	Territorial to End	Construct new Pedestrian Path on both sides		\$15,000
Manchester	Granger	River Side to Wolverine	Construct new Pedestrian Path on both sides		\$53,000
Manchester	Grove	Adrian to End	Construct new Pedestrian Path on both sides		\$16,000
Manchester	Herman	Sharon Hollow to W. County Line	Add Wide Shoulder		\$30,000
Manchester	Hibbard	River Side to Dutch Drive	Construct new Pedestrian Path on both sides		\$96,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Manchester	Hogan	Parr to M-52	Construct new Pedestrian Path on both sides		\$34,000
Manchester	Lafayette/Cass	River Bend to M-52	Construct new Pedestrian Path on both sides		\$46,000
Manchester	Liberty	River Side to Vernon	Construct new Pedestrian Path on both sides		\$18,000
Manchester	M-52	.1 M N. of Mound to .1M S. of Mound	Pedestrian path and bike lane		\$34,000
Manchester	Macomb	Wager to Sandborn	Construct new Pedestrian Path on one side		\$24,000
Manchester	Madison	Main to End	Construct new Pedestrian Path on one side		\$32,000
Manchester	Morgan	Duncan to River Side	Construct new Pedestrian Path on both sides		\$26,000
Manchester	N. Main	Wolverine to Hibbard	Pedestrian path and bike lane		\$83,000
Manchester	Parr	River Side to Hogan	Construct new Pedestrian Path on both sides		\$116,000
Manchester	River Bend/Mound	M-52 to End	Construct new Pedestrian Path on both sides		\$83,000
Manchester	River Side	M-52 to Duncan	Pedestrian path and bike lane		\$166,000
Manchester	S. Main	Territorial to Wald Strasse	Pedestrian path and bike lane		\$30,000
Manchester	Shaffer	Territorial to Territorial	Construct new Pedestrian Path on one side		\$27,000
Manchester	Spring	Parr to End	Construct new Pedestrian Path on both sides		\$34,000
Manchester	Summit	M-52 to Granger	Construct new Pedestrian Path on both sides		\$21,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Manchester	Sunset	Summit to Granger	Construct new Pedestrian Path on both sides		\$16,000
Manchester	Territorial/Adrian	Austin to SE. Village Limit	Construct new Pedestrian Path on one side		\$81,000
Manchester	Torrey	Main to M-52	Construct new Pedestrian Path on one side		\$27,000
Manchester	Union	Duncan to Main	Construct new Pedestrian Path on one side		\$4,000
Manchester	Union	Main to Railroad	Construct new Pedestrian Path on both sides		\$26,000
Manchester	Union/Railroad	Washington to End	Construct new Pedestrian Path on both sides		\$80,000
Manchester	Vernon	Torrey To Morgan	Construct new Pedestrian Path on both sides		\$27,000
Manchester	Vernon	Washingont to Clinton	Construct new Pedestrian Path on both sides		\$12,000
Manchester	Vernon	Wolverine to Torrey	Construct new Pedestrian Path on one side		\$13,000
Manchester	Wager	Macomb to End	Construct new Pedestrian Path on both sides		\$16,000
Manchester	Washington	Duncan to Territorial	Construct new Pedestrian Path on both sides		\$21,000
Manchester	Wellwood	Michigan Ave to W. County Line	Add Wide Shoulder		\$33,000
Manchester	Wolverine	M-52 to Granger	Construct new Pedestrian Path on both sides		\$24,000
Manchester	Wolverine	Main to Vernon	Construct new Pedestrian Path on one side		\$16,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Manchester	Non-motorized maintenance	Various locations	Clean bike lanes of debris	2015-2020	\$8,000
Manchester	Bridge Advocacy	Countywide	Public relations for funding	2015-2010	\$1,000
Manchester	Safety recommendations	Various	Publish safety tips in local newspaper	2015-2020	\$1,000
Manchester	Land use plan	Various	Develop/support transportation conducive land use and funding alternatives	2015-2020	\$2,000
Manchester	Bridge Prioritization	Various	Plan for bridges based on structurally deficient, and bridge usage criteria	2010-2015	\$30,000
Manchester	Non-motorized facility	various	Set policy to coordinate signage with future County bike maps	2015-2020	\$2,000
<b>Manchester Total</b>					<b>\$1,935,000</b>
MDOT	Commuter rail service	Ann Arbor to Jackson	Construct and operate commuter rail service	2016-2020	\$25,000,000
MDOT	Commuter rail service	Ann Arbor to Saline	Study	2016-2020	\$6,250,000
MDOT	I-94	1-94 EB Off Ramp at South State	Add intersection turn lanes	2016-2020	\$50,000
MDOT	I-94	from M-14 to US-23	Reconstruct and add one lane in each direction	2031-2035	\$200,000,000
MDOT	State	State Street at I-94	Construct new interchange	2021-2025	\$4,000,000
MDOT	US-12	from E. of Carpenter to Munger	Widen from 2 to 5 lanes	2031-2035	\$13,507,000
MDOT	US-12	from E. of Carpenter to Platt	Widen from 2 to 5 lanes	2031-2035	\$18,908,000
MDOT	US-23	from W. jct of M-14 to N. County Line	Reconstruct and add one lane in each direction	2031-2035	\$18,200,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
MDOT	US-23	from W. jct of M-14 to N. County Line	Reconstruct and add one lane in each direction	2031-2035	\$32,850,000
MDOT	Washtenaw	Washtenaw at US-23	Construct new interchange	2021-2025	\$6,000,000
MDOT	17 Freeway crossings	I-94, US-23 and US-12, M-52 Crossings	New non-motorized facility		N/A
				<b>MDOT Total</b>	<b>\$324,765,000</b>
Milan	Ferman	Main to Michigan	Construct Pedestrian path		\$84,000
Milan	Main	Milan-Oakville to Platt	Construct Pedestrian path		\$309,000
Milan	Sanford	Arkona to Milan-Oakville	Construct Pedestrian path		\$238,000
				<b>Milan Total</b>	<b>\$631,000</b>
Saline	Ann-Arbor Saline	Woodland to Willis	Stripe bike lanes		\$12,000
Saline	Bennet/Harris/Clark	N. Ann Arbor to Maple	Add bike lanes		\$5,000
Saline	Bennett	Ann Arbor to Harris	Pedestrian path and bike lane		\$45,000
Saline	Bike lane prioritization	Various	Develop plan to prioritize the construction of bike lanes	2010	\$2,000
Saline	Bridge Prioritization	Various	Plan for bridges based on structurely deficient, and bridge usage criteria	2020	\$100,000
Saline	Case	Michigan Ave to S. County Line	Add Wide Shoulder		\$39,000
Saline	Congestion Study	Various locations	Recommend Stagared Start times	2020	\$50,000
Saline	Davenport	Michigan to Detroit	Construct Pedestrian path		\$37,000
Saline	East Michigan	Keveling to Industrial	Construct Pedestrian path		\$212,000
Saline	Industrial	Beach to Woodland	Pedestrian path and bike lane		\$182,000
Saline	Industrial	Michigan to Woodland	Stripe bike lanes		\$7,000
Saline	Jordan	Macon to S. County Limit	Add Wide Shoulder		\$72,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Saline	Land use plan	Various	Develop/support transportation conducive land use and funding alternatives	2015	\$20,000
Saline	Lewis	Russell to McKay	Construct Pedestrian path		\$22,000
Saline	Macon	Jordan to S. County Limit	Add Wide Shoulder		\$69,000
Saline	Maple	Michigan to Woodland	Add bike lanes		\$7,000
Saline	Maple	Echo to Maplewood	Pedestrian path and bike lane		\$116,000
Saline	Michigan Ave	Mills to Austin	Construct Pedestrian path		\$212,000
Saline	Mills Rd	Michigan to Bennett	Construct Pedestrian path		\$167,000
Saline	Monroe	Michigan Ave to Macon	Improve bike access		\$64,000
Saline	Non-motorized facility	various	Set policy to coordinate signage with future County bike maps	2015	\$10,000
Saline	Non-motorized facility	various	Set policy to encourage community master plans to adopt the WATS non-motorized plan	2010	\$2,000
Saline	Non-motorized facility	various	Set policy to erect "share the road" signs on route heavily used by bicycleists	2015	\$10,000
Saline	Non-motorized facility	various	Set policy to use route diversion signs for non-motorized during construction	2010	\$5,000
Saline	Non-motorized maintenance	Various locations	Clean bike lanes of debris	annual	\$1,000
Saline	Non-motorized/transit connections	Various locations	Countywide non-motorized/transit links	2015	\$100,000
Saline	Oak Creek	Willis to Michigan	Stripe bike lanes		\$6,000
Saline	Park	Clark to End	Construct Pedestrian path		\$16,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Saline	Safety recommendations	Various	Publish safety tips in local newspaper	annual	\$1,000
Saline	Street Lights	Various urban locations	Add street lights	annual	\$20,000
Saline	Willis Rd	S Ann Arbor to Old Creek	Pedestrian path and bike lane		\$47,000
Saline	Willow	Michigan Ave to Mooreville	Add Wide Shoulder		\$94,000
Saline	Wiltshire	Woodland to one block north	Construct Pedestrian path		\$8,000
Saline	Woodland	Industrial to Ann Arbor-Saline	Stripe bike lanes		\$11,000
Saline	Woodland	Maple to Legacy Heights	Construct Pedestrian path		\$330,000
				<b>Saline Total</b>	<b>\$2,101,000</b>
Washtenaw CRC	6 Mile	Currie to Curtis	Add Wide shoulder		\$159,000
Washtenaw CRC	6 Mile	Curtis to Pontiac Trail	Add Wide Shoulder		\$28,000
Washtenaw CRC	7 Mile	Currie to 6 mile	Add wide shoulder		\$349,000
Washtenaw CRC	Angle/Seven Mile	Six Mile to Whitmore Lake	Add Wide Shoulder		\$91,000
Washtenaw CRC	Ann Arbor	Woodland to Waters	Stripe bike lanes		\$792,000
Washtenaw CRC	Arkona	Carpenter to Platt	Construct Pedestrian path		\$175,000
Washtenaw CRC	Arthur	South Grove	New Non-motorized Path		\$42,000
Washtenaw CRC	Austin	W. of Michigan Ave to W. County Line	Add Wide Shoulder		\$250,000
Washtenaw CRC	Baker	Jackson to Marshall	Stripe bike lanes		\$11,000
Washtenaw CRC	Baker	Marshall to Dexter Village	Multi-use paths		\$515,000
Washtenaw CRC	Barker	Main to W. of Opal	Add wide shoulder		\$110,000
Washtenaw CRC	Barker	Webster Church to Whitmore Lake	Add Wide Shoulder		\$33,000
Washtenaw CRC	Beeman	Boyce to W. County line	Add wide shoulder		\$143,000
Washtenaw CRC	Below	Sharon Hollow to W. County Line	Add Wide Shoulder		\$14,000
Washtenaw CRC	Bemis	US-23 to Munger	New Non-motorized Path		\$430,000

Table 27  
2035 Unfunded Improvements

<b>JURISDICTION</b>	<b>PROJECT NAME</b>	<b>PROJECT LIMITS</b>	<b>PROPOSED WORK</b>	<b>TIME CODE</b>	<b>TOTAL COST</b>
Washtenaw CRC	Bemis Road	At Carpenter	Improve intersection	2031-2035	\$1,000,000
Washtenaw CRC	Border to Border	Delhi Metropark to Tubbs Road	Non-Motorized Path County Connector		\$344,000
Washtenaw CRC	Border to Border	Dexter to Dexter-Huron Metropark	Non-Motorized Path County Connector		\$481,000
Washtenaw CRC	Border to Border	Dexter-Huron Metropark to Delhi Metropark	Non-Motorized Path County Connector		\$996,000
Washtenaw CRC	Border to Border	Ford Lake to Wayne County	Non-Motorized Path County Connector		\$1,373,000
Washtenaw CRC	Border to Border	I-94 to Ford Lake	Non-Motorized Path County Connector		\$69,000
Washtenaw CRC	Border to Border	Tubbs Road to Maple Road	Non-Motorized Path County Connector		\$515,000
Washtenaw CRC	Border to Border Segment A	Livingston Co. to Bell Road	Non-Motorized Path County Connector		\$584,000
Washtenaw CRC	Border to Border Segment B	Bell Road to North Territorial Rd.	Non-Motorized Path County Connector		\$447,000
Washtenaw CRC	Border to Border Segment C	North Territorial Rd. to Dexter	Non-Motorized Path County Connector		\$1,614,000
Washtenaw CRC	Borgstrom	Pedestrian Bridge to Ruth	New Non-motorized Path		\$145,000
Washtenaw CRC	Boyce	Joslin Lake to West County line	Pedestrian path and bike lane		\$745,000
Washtenaw CRC	Braun	McColum to Clinton	Add Wide Shoulder		\$33,000
Washtenaw CRC	Briar Parkway	Lohr to Briar Ridge	Add Pedestrian Path		\$19,000
Washtenaw CRC	Bridge	Grove to Textile	Add bike lane	2030-2035	\$200,000
Washtenaw CRC	Burnham	Oak Valley to Briar Ridge	Add Pedestrian Path		\$30,000
Washtenaw CRC	Bush	Chelsea City Limit to Waterloo	Add Wide Shoulder		\$52,000
Washtenaw CRC	Calder	Entire Street	Stripe bike lanes		\$5,000



Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Washtenaw CRC	Carpenter	Judd to Ellsworth	Pedestrian path and bike lane		\$951,000
Washtenaw CRC	Cavanaugh Lake	Chelsea City Limit to W. County Line	Add Wide Shoulder		\$68,000
Washtenaw CRC	Central	Carpenter to Foster	Add Pedestrian Path		\$113,000
Washtenaw CRC	Cherry Hill	Gale to Napier	Add Wide Shoulder		\$77,000
Washtenaw CRC	Cherry Hill	in Superior Twp	Pave road	2030-2035	\$6,600,000
Washtenaw CRC	Chevrolet	Entire Street	Stripe bike lanes		\$6,000
Washtenaw CRC	Clark Road	Leforge to Midway	New Non-motorized Path		\$858,000
Washtenaw CRC	Clinton	Austin to S. County Line	Add Wide Shoulder		\$59,000
Washtenaw CRC	Clinton	Hogan to S. County Line	Add wide shoulder		\$729,000
Washtenaw CRC	Concourse	Morgan to State	Add Pedestrian Path		\$153,000
Washtenaw CRC	Congress	Hewitt to City limit	New Non-motorized Path		\$206,000
Washtenaw CRC	Crane	Michigan Ave. to Textile	Construct Pedestrian path		\$148,000
Washtenaw CRC	Currie	7 Mile to 6 Mile	Add Wide Shoulder		\$14,000
Washtenaw CRC	Currie Road	At Eight Mile	Improve intersection	2031-2035	\$1,000,000
Washtenaw CRC	Dalton	Fresno to Packard	Add Pedestrian Path		\$29,000
Washtenaw CRC	Dalton	Packard to Fresno	Add Pedestrian Path		\$29,000
Washtenaw CRC	Dancer	I-94 to Dexter-Chelsea	Add Wide Shoulder		\$25,000
Washtenaw CRC	Dancer	Jackson to Chelsea	Pave road	2030-2035	\$2,400,000
Washtenaw CRC	Dayton	Central to Fresno	Add Pedestrian Path		\$17,000
Washtenaw CRC	Deer Glen	Ellsworth to	Add Pedestrian Path		\$19,000
Washtenaw CRC	Delhi	Huron River Drive to Miller	Stripe bike lanes		\$25,000
Washtenaw CRC	Denison	Saline-Milan to S. County Line	Add Wide Shoulder		\$39,000
Washtenaw CRC	Dexter Ann-Arbor	Baker to Morrison	Pedestrian path and bike lane		\$246,000
Washtenaw CRC	Dexter Pinckney	Fleming to N. County line	Add wide shoulder		\$761,000
Washtenaw CRC	Dexter-Ann Arbor	Wagner to Dexter Village	Multi-use paths		\$1,545,000
Washtenaw CRC	Dexter-Chelsea	Parker to Chelsea City Limit	Add Wide Shoulder		\$72,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Washtenaw CRC	Dexter-Chelsea Road	Village of Dexter to City of Chelsea	Add wide shoulder or convert abandon Boland railroad bed to non-motorized path	2030-2035	\$1,200,000
Washtenaw CRC	Dexter-Pinckney	Dexter Village to Horseshoe Bend	Add wide shoulder		\$27,000
Washtenaw CRC	Dixboro	Geddes to Plymouth	Add passing lanes at selected intersections: Woodridge, Arrowhead, entrance to NSF botanical garntes, and Flemming Creek	2030-2035	\$3,000,000
Washtenaw CRC	Earhart	Pontiac Trail to Warren	Add Wide Shoulder		\$20,000
Washtenaw CRC	Easudes	Braun to Macon	Add wide shoulder		\$238,000
Washtenaw CRC	Ecorse	Emerick to Harris	New Non-motorized Path		\$275,000
Washtenaw CRC	Ecorse	US-12 to Maplewood	Pedestrian path and bike lane		\$56,000
Washtenaw CRC	Ellis	South to Textile	New Non-motorized Path		\$515,000
Washtenaw CRC	Ellis	West to Michigan Ave	New Non-motorized Path		\$241,000
Washtenaw CRC	Ellsworth	Carpenter to Hewitt	Stripe bike lanes		\$317,000
Washtenaw CRC	Ellsworth	Lohr to Oak Valley	Add Pedestrian Path		\$50,000
Washtenaw CRC	Ellsworth	Spring Lake to Deer Glen	Add Pedestrian Path		\$45,000
Washtenaw CRC	Ellsworth	Carpenter to Fletcher	Stripe bike lanes		\$206,000
Washtenaw CRC	Ellsworth Road	At Oak Valley	Improve intersection	2031-2035	\$1,000,000
Washtenaw CRC	Ely/Sharon Hollow	Pleasant Lake to S. County Line	Add Wide Shoulder		\$104,000
Washtenaw CRC	Emerick	Parkwood to new pedestrian bridge over I-94 and Grove	New Non-motorized Path		\$138,000
Washtenaw CRC	Ernst	Austin to Pfaus	Add wide shoulder		\$191,000
Washtenaw CRC	Ernst	Pleasant Lake to Saline-Waterworks	Add Wide Shoulder		\$58,000

Table 27  
2035 Unfunded Improvements

<b>JURISDICTION</b>	<b>PROJECT NAME</b>	<b>PROJECT LIMITS</b>	<b>PROPOSED WORK</b>	<b>TIME CODE</b>	<b>TOTAL COST</b>
Washtenaw CRC	Eugene	Entire Street	Stripe bike lanes		\$6,000
Washtenaw CRC	Fahrner	Garvey to Jackson	Add wide shoulder		\$159,000
Washtenaw CRC	Fletcher	I-94 to Dexter-Chelsea	Reconstruct roadway	2031-2035	\$2,320,000
Washtenaw CRC	Fletcher	Old US-12 to Pleasant Lake	Add Wide Shoulder		\$88,000
Washtenaw CRC	Ford	Prospect to Napier	Add Wide Shoulder		\$43,000
Washtenaw CRC	Ford	at Plymouth	Roundabout	2030-2035	\$2,000,000
Washtenaw CRC	Ford Blvd.	Holmes to Tyler	New Non-motorized Path		\$584,000
Washtenaw CRC	Ford Road	At Plymouth	Improve intersection	2031-2035	\$1,000,000
Washtenaw CRC	Forest	Midway to Ford	New Non-motorized Path		\$134,000
Washtenaw CRC	Golfside	Washtenaw to Ellsworth	New Non-motorized Path		\$481,000
Washtenaw CRC	Gooding	Willow to Milan-Oakville	Add Wide Shoulder		\$28,000
Washtenaw CRC	Gotfredson	Geddes to Plymouth	Add Wide Shoulder		\$62,000
Washtenaw CRC	Grass Lake	M-52 to W. County Line	Add Wide Shoulder		\$68,000
Washtenaw CRC	Grove	Jay to Service Drive	Construct Pedestrian path		\$222,000
Washtenaw CRC	Hadley	Island Lake to N. County Line	Add Wide Shoulder		\$59,000
Washtenaw CRC	Harris	Russell to Grove	New Non-motorized Path		\$464,000
Washtenaw CRC	Hewitt	City limit to Michigan	New Non-motorized Path		\$584,000
Washtenaw CRC	Hewitt Road	Michigan to Packard	Rehabilitate roadway	2031-2035	\$455,000
Washtenaw CRC	Highlander	Ellsworth to Sun Valley	Add Pedestrian Path		\$29,000
Washtenaw CRC	Hitchingham	Bemis along Hewen's Creek Park to Stony Creek	Non-motorized facility	2030-2035	\$1,000,000
Washtenaw CRC	Hitchingham	North from Township limit	New Non-motorized Path		\$721,000
Washtenaw CRC	Hitchingham	Willis to Bemis	Stripe bike lanes		\$159,000
Washtenaw CRC	Hogback	Washtenaw to Clark	Add Pedestrian Path		\$57,000
Washtenaw CRC	Holmes	Prospect to Ridge	New Non-motorized Path		\$858,000
Washtenaw CRC	Hoppe	Old US-12 to Kilmer	Add wide shoulder		\$20,000
Washtenaw CRC	Huron River	Whittaker to Textile	New Non-motorized Path		\$961,000

Table 27  
2035 Unfunded Improvements

<b>JURISDICTION</b>	<b>PROJECT NAME</b>	<b>PROJECT LIMITS</b>	<b>PROPOSED WORK</b>	<b>TIME CODE</b>	<b>TOTAL COST</b>
Washtenaw CRC	Huron River bridge	Southeast of Dexter to Dexter-Huron Metropark	Construct new bike/pedestrian bridge	2030-2035	\$500,000
Washtenaw CRC	Huron River Drive	Dexter Village to N. Maple	Multi-use paths		\$2,145,000
Washtenaw CRC	Inglewood	Rolling Meadow to	Add Pedestrian Path		\$19,000
Washtenaw CRC	Island Lake	Dexter Village to Werkner	Add Wide Shoulder		\$91,000
Washtenaw CRC	Island Lake	Dexter-Chelsea to Dexter-Pinckney	Add wide shoulder		\$56,000
Washtenaw CRC	Jackson	Wagner to Zeeb	Multi-use paths		\$687,000
Washtenaw CRC	Jackson	Zeeb to Jackson Industrial	Add Pedestrian Path		\$47,000
Washtenaw CRC	Jackson	Zeeb to Parker	Stripe bike lanes		\$43,000
Washtenaw CRC	Jacob	Below to Easudes	Add wide shoulder		\$198,000
Washtenaw CRC	James Hart Drive extension	Along I-94 to Ellis Road	New Non-motorized Path		\$282,000
Washtenaw CRC	Janet	East to Arthur	New Non-motorized Path		\$73,000
Washtenaw CRC	Joy	Stein to Mast	Add wide shoulder		\$753,000
Washtenaw CRC	Kalmbach	Garvey to Fahrner	Add wide shoulder		\$88,000
Washtenaw CRC	Kalmbach	I-94 to Cavanaugh Lake	Add Wide Shoulder		\$10,000
Washtenaw CRC	Lake Forrest	Rouse Creek to Orchardview	Add Pedestrian Path		\$36,000
Washtenaw CRC	Leeke	Boyce to West County Line	Pedestrian path and bike lane		\$127,000
Washtenaw CRC	Levona	South to Janet	New Non-motorized Path		\$172,000
Washtenaw CRC	Liberty	Scio Ridge to .5 miles west of Zeeb	Multi-use paths		\$704,000
Washtenaw CRC	Liberty	Seely to W. of Maple	Add Pedestrian Path		\$84,000
Washtenaw CRC	Liberty	W. of Zeeb to Parker	Stripe bike lanes		\$380,000
Washtenaw CRC	Lima Center	Island Lake to Dexter-Chelsea	Add Wide Shoulder		\$33,000
Washtenaw CRC	Lohr	I-94 to Saline	Pave Shoulder	2030-2035	\$1,000,000
Washtenaw CRC	Lohr	N. of Oak Valley to	Add Pedestrian Path		\$65,000
Washtenaw CRC	Lohr	Textile to Ellsworth	New Non-motorized Path		\$687,000
Washtenaw CRC	Lohr Lake	Textile to Lohr	Add Pedestrian Path		\$113,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Washtenaw CRC	M 52	N. Manchester limit to Grass Lake	Add wide shoulder		\$951,000
Washtenaw CRC	M 52	S. County Line to Hogan	Add wide shoulder		\$729,000
Washtenaw CRC	M 52	Werkner to W. County Line	Add wide shoulder		\$1,188,000
Washtenaw CRC	M-52	S. Chelsea City Limit to Grass Lake	Construct Pedestrian path		\$745,000
Washtenaw CRC	M-52	Werkner to N. Chelsea City Limit	Construct Pedestrian path		\$80,000
Washtenaw CRC	Macon	Jordan to Saline City Limit	Add wide shoulder		\$286,000
Washtenaw CRC	Mansfield	West Jr. High School to Michigan	New Non-motorized Path		\$138,000
Washtenaw CRC	Marshall	Zeeb to Parker	Bike Route		\$42,000
Washtenaw CRC	Martz	Bunton to Rawsonville	Stripe bike lanes		\$159,000
Washtenaw CRC	Martz	Whittaker to Bunton	Construct Pedestrian path		\$333,000
Washtenaw CRC	Mary Catherine	Entire Street	Stripe bike lanes		\$9,000
Washtenaw CRC	Mast	Dexter Village to Strawberry Lake	Add Wide Shoulder		\$78,000
Washtenaw CRC	Mast Road	At Daly	Improve intersection	2031-2035	\$500,000
Washtenaw CRC	McCartney	South to Grove	New Non-motorized Path		\$412,000
Washtenaw CRC	McCollum	Michigan Ave to Austin	Add Wide Shoulder		\$79,000
Washtenaw CRC	McCrone	Stony Creek to Willis	Construct Pedestrian path		\$96,000
Washtenaw CRC	McGregor	Grove to Tyler	Construct Pedestrian path		\$206,000
Washtenaw CRC	McKean	Textile to 1/2 mile south	Resurface	2030-2035	\$75,000
Washtenaw CRC	McLure	Lowery to W. County Line	Add wide shoulder		\$230,000
Washtenaw CRC	Merritt	Hitchingham to Tuttle Hill	New Non-motorized Path		\$687,000
Washtenaw CRC	Merritt	Platt to Munger	Stripe bike lanes		\$317,000
Washtenaw CRC	Mester	Waterloo N. to End	Add wide shoulder		\$10,000
Washtenaw CRC	Michigan	Industrial to Munger	Stripe bike lanes		\$935,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Washtenaw CRC	Michigan	S. County Line to Saline City Limit	Stripe bike lanes		\$2,535,000
Washtenaw CRC	Michigan	West City limit to West Township limit	New Non-motorized Path		\$687,000
Washtenaw CRC	Michigan Ave	At Mansfield	Improve intersection	2031-2035	\$280,000
Washtenaw CRC	Michigan Ave.	Warner to Ecorse	Construct Pedestrian path		\$238,000
Washtenaw CRC	Michigan Avenue	East Township limit to West City limit	New Non-motorized Path		\$996,000
Washtenaw CRC	Midway	Clark to Forest	New Non-motorized Path		\$148,000
Washtenaw CRC	Milan Oakville	Rawsonville to Milan City Limit	Add Wide Shoulder		\$91,000
Washtenaw CRC	Miller	Ann Arbor City limit to Zeeb	Multi-use paths		\$1,013,000
Washtenaw CRC	Mooreville	1 M S. of Macon to Milan City Limit	Add Wide Shoulder		\$101,000
Washtenaw CRC	Mooreville	Braun to Macon	Add wide shoulder		\$254,000
Washtenaw CRC	Morgan	Michigan Ave to State	New Non-motorized Path		\$1,167,000
Washtenaw CRC	Munger	Bemis to Textile	Stripe bike lanes		\$317,000
Washtenaw CRC	N. Territorial	E. of Dexter-Town Hall to W. County Line	Add Wide Shoulder		\$95,000
Washtenaw CRC	N. Territorial	Huron River Drive to Curtis	Add Wide Shoulder		\$210,000
Washtenaw CRC	Napier	Cherry Hill to N. Territorial	Add wide shoulder		\$761,000
Washtenaw CRC	North Territorial	At Curtis	Improve intersection	2031-2035	\$645,000
Washtenaw CRC	North Territorial	At Pontiac Trail	Improve intersection	2031-2035	\$1,000,000
Washtenaw CRC	North Territorial	Curtis to Napier	Add wide shoulder		\$507,000
Washtenaw CRC	Oak Valley	E. of Ann Arbor-Saline to Silver Spring	Add Pedestrian Path		\$90,000
Washtenaw CRC	Oak Valley	Lohr to Briar Parkway	Add Pedestrian Path		\$19,000
Washtenaw CRC	Oak Valley	Ranchero to Ellsworth	Add Pedestrian Path		\$9,000

Table 27  
2035 Unfunded Improvements

<b>JURISDICTION</b>	<b>PROJECT NAME</b>	<b>PROJECT LIMITS</b>	<b>PROPOSED WORK</b>	<b>TIME CODE</b>	<b>TOTAL COST</b>
Washtenaw CRC	Oak Valley	Silver Spring to Ann Arbor Ice Cube	Construct Pedestrian path		\$77,000
Washtenaw CRC	Oak Valley	Silver Spring to Scio Church	Add Pedestrian Path		\$113,000
Washtenaw CRC	Old US-12	Freer to Sylvan	Pedestrian path and bike lane		\$587,000
Washtenaw CRC	Old US-12	I-94 to W. County Line	Add Wide Shoulder		\$46,000
Washtenaw CRC	Orchardview	Lake Forrest to Lake Forrest	Add Pedestrian Path		\$36,000
Washtenaw CRC	Oswego	Entire Street	Stripe bike lanes		\$4,000
Washtenaw CRC	Packard	Carpenter to Golfside	Add Pedestrian Path		\$159,000
Washtenaw CRC	Packard	Edison to City Limit	New Non-motorized Path		\$182,000
Washtenaw CRC	Packard	W. of Carpenter to E. of Burton	Add Pedestrian Path		\$40,000
Washtenaw CRC	Park Road	Zeeb to Jackson	Reconstruct roadway	2031-2035	\$1,000,000
Washtenaw CRC	Parker	Pleasant Lake to Saline-Waterworks	Add Wide Shoulder		\$30,000
Washtenaw CRC	Parker	Scio Church to Austin	Add Wide Shoulder		\$88,000
Washtenaw CRC	Parker	Scio Church to Shield	Stripe bike lanes		\$69,000
Washtenaw CRC	Pierce	I-94 to Bush	Add Wide Shoulder		\$33,000
Washtenaw CRC	Platt	Ellsworth to Stony Creek	Pedestrian path and bike lane		\$1,141,000
Washtenaw CRC	Platt	N. of Stony Creek to Milan City Limit	Add Wide Shoulder		\$33,000
Washtenaw CRC	Pleasant Lake	W. of Zeeb to Sharon Hollow	Add Wide Shoulder		\$182,000
Washtenaw CRC	Pleasant Lake Road	Parker to Ann Arbor-Saline	Reconstruct roadway	2031-2035	\$3,750,000
Washtenaw CRC	Plymouth	Earhart to Vorhies	Add wide shoulder		\$198,000
Washtenaw CRC	Plymouth Road	At Joy	Add intersection turn lanes	2031-2035	\$655,000
Washtenaw CRC	Pontiac Trail	N. County Line to US-23/M-14	Add Wide Shoulder		\$124,000
Washtenaw CRC	Pratt	Dexter-Ann Arbor to Zeeb	Multi-use paths		\$206,000
Washtenaw CRC	Prospect	Ford to Geddes	Add Wide Shoulder		\$33,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Washtenaw CRC	Ranchero	Oak Valley to S. of Oak Valley	Add Pedestrian Path		\$75,000
Washtenaw CRC	Rawsonville	Milan-Oakville to Grove	Stripe bike lanes		\$1,402,000
Washtenaw CRC	Rawsonville	South of Bog Rd	Add bike lane	2030-2035	\$1,500,000
Washtenaw CRC	Rawsonville Road	At Martz	Improve intersection	2031-2035	\$1,100,000
Washtenaw CRC	Rawsonville Road	from Bemis to Textile	Widen from 2 to 5 lanes	2016-2020	\$12,500,000
Washtenaw CRC	Rawsonville Road	Willis to Judd	Reconstruct roadway	2031-2035	\$1,500,000
Washtenaw CRC	Ridge	Geddes to E. County Line	Add Wide Shoulder		\$20,000
Washtenaw CRC	Ridge	Michigan to Clark	New Non-motorized Path		\$124,000
Washtenaw CRC	Ridge	Mooreville to S. County Line	Add Wide Shoulder		\$29,000
Washtenaw CRC	Ridge	Mott to Geddes	Add wide shoulder		\$159,000
Washtenaw CRC	Roepke	M-52 to N. County Line	Add Wide Shoulder		\$39,000
Washtenaw CRC	Rolling Meadow	Inglewood to	Add Pedestrian Path		\$23,000
Washtenaw CRC	Rosewood	Ecorse to Tyler	New Non-motorized Path		\$69,000
Washtenaw CRC	Runway	Concourse to State	Add Pedestrian Path		\$36,000
Washtenaw CRC	Rushton/6 Mile/Sutton	N. County Line to Pontiac Trail	Add Wide Shoulder		\$82,000
Washtenaw CRC	Russell	Ford to Harris	New Non-motorized Path		\$52,000
Washtenaw CRC	Ruth	East to Levona	New Non-motorized Path		\$69,000
Washtenaw CRC	Saline Waterworks	Ann Arbor-Saline to Dell	Add wide shoulder		\$333,000
Washtenaw CRC	Saline-Milan	Willis to Mooreville	Stripe bike lanes		\$40,000
Washtenaw CRC	Saline-Waterworks	Dell to Schneider	Add Wide Shoulder		\$76,000
Washtenaw CRC	Sanford	Arkona to Willow	Add wide shoulder		\$159,000
Washtenaw CRC	Santa Fe	Lohr to Ranchero	Add Pedestrian Path		\$39,000
Washtenaw CRC	Schneider	Pleasant Lake to Saline-Waterworks	Add Wide Shoulder		\$28,000
Washtenaw CRC	Schneider	Saline-Waterworks to Pleasant Lake	Add wide shoulder		\$317,000
Washtenaw CRC	Scio Church	I-94 to Wagner	Stripe bike lanes		\$191,000



Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Washtenaw CRC	Scio Church	Maple to Wagner	Pave Shoulder	2030-2035	\$200,000
Washtenaw CRC	Scio Church	Wagner to Parker	Stripe bike lanes		\$69,000
Washtenaw CRC	Scio Church	Parker to M-52	Add Wide Shoulder		\$98,000
Washtenaw CRC	Sharon Hollow	Easudes to Bethel Church	Add wide shoulder		\$40,000
Washtenaw CRC	Sharon Valley	Sharon Hollow to W. County Line	Add Wide Shoulder		\$30,000
Washtenaw CRC	Shield	Baker to Parker	Pedestrian path and bike lane		\$103,000
Washtenaw CRC	Shore/Main Loop	Around Whitmore lake	Stripe bike lanes		\$333,000
Washtenaw CRC	Silo Ridge	Lohr to Evergreen	Add Pedestrian Path		\$67,000
Washtenaw CRC	Spring Lake	Westbrook to Westbrook	Add Pedestrian Path		\$48,000
Washtenaw CRC	State	Michigan Ave. to Eisenhower	Pedestrian path and bike lane		\$670,000
Washtenaw CRC	State	Textile to Ann Arbor Airport	New Non-motorized Path		\$635,000
Washtenaw CRC	State St	I-94 to Morgan	Add bike lane	2030-2035	\$300,000
Washtenaw CRC	State Street	from Textile to Ellsworth	Widen from 2 to 5 lanes	2016-2020	\$12,200,000
Washtenaw CRC	Stein	Tubbs to Joy	Add wide shoulder		\$111,000
Washtenaw CRC	Stoney Creek	from Whittaker and Stoney Creek to Hitchingham	Non-motorized facility	2030-2035	\$500,000
Washtenaw CRC	Stoney Creek	Rolling Hills Park to Carpenter	Non-motorized facility	2030-2035	\$2,000,000
Washtenaw CRC	Stony Creek	Platt to Willow	Add wide shoudler		\$230,000
Washtenaw CRC	Stony Creek Road	Over Paint Creek	Replace bridge	2031-2035	\$326,000
Washtenaw CRC	Sutton	North of North Territorial	Pave road	2030-2035	\$3,000,000
Washtenaw CRC	Sylvan	Grass Lake to Old US-12	Add Wide Shoulder		\$52,000
Washtenaw CRC	Textile	East to Bridge	New Non-motorized Path		\$1,545,000
Washtenaw CRC	Textile	Rawsonville to Bridge	Stripe bike lanes		\$121,000
Washtenaw CRC	Textile	West of Wagner	Pave road	2030-2035	\$4,800,000
Washtenaw CRC	Textile Road	At Bridge	Improve intersection	2031-2035	\$625,000
Washtenaw CRC	Textile Road	from Carpenter to Rawsonville	Reconstruct roadway	2026-2030	\$21,000,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Washtenaw CRC	Tubble	Huron River Drive to Stein	Add wide shoulder		\$18,000
Washtenaw CRC	Tuttle Hill	Martz to Huron River	New Non-motorized Path		\$721,000
Washtenaw CRC	Tyler	East to McCartney	New Non-motorized Path		\$224,000
Washtenaw CRC	Tyler	West to bridge over I-94	New Non-motorized Path		\$344,000
Washtenaw CRC	Wagner Road	Scio Church to Huron River Drive	Multi-use paths		\$1,511,000
Washtenaw CRC	Washtenaw	Golfside to Hewitt	New Non-motorized Path		\$241,000
Washtenaw CRC	Washtenaw	Carpenter to Golfside	Pedestrian path and bike lane		\$159,000
Washtenaw CRC	Waterloo	M-52 to W. County Line	Add Wide Shoulder		\$65,000
Washtenaw CRC	Waterways	Lohr to End	Add Pedestrian Path		\$174,000
Washtenaw CRC	Webster Church	Daly to Barker	Add Wide Shoulder		\$72,000
Washtenaw CRC	Werkner	Chelsea City Limit to Island Lake	Add Wide Shoulder		\$46,000
Washtenaw CRC	Werkner	Lyndon Twp	Pave Shoulder	2030-2035	\$250,000
Washtenaw CRC	West Delhi	Delhi Road to Miller	Stripe bike lanes		\$27,000
Washtenaw CRC	Westbank	Lake Forest to	Add Pedestrian Path		\$17,000
Washtenaw CRC	Westbrook	Spring Lake to Spring Lake	Add Pedestrian Path		\$48,000
Washtenaw CRC	Whittaker	Talladay to S. County Line	Add Wide Shoulder		\$39,000
Washtenaw CRC	Whittaker	Willis to Bemis	Stripe bike lanes		\$159,000
Washtenaw CRC	Whittaker Road	North Across I-94	New Non-motorized Path		\$138,000
Washtenaw CRC	Whittaker Road	North from Township limit	New Non-motorized Path		\$1,030,000
Washtenaw CRC	Wiard Road	Over Airport Road	Replace bridge	2031-2035	\$1,425,000
Washtenaw CRC	Wildflower	Waterways to End	Add Pedestrian Path		\$21,000
Washtenaw CRC	Wilkinson	Cavanaugh Lake to Old US-12	Pedestrian path and bike lane		\$96,000
Washtenaw CRC	Willis	Whittaker to Bunton	Add Wide Shoulder		\$28,000
Washtenaw CRC	Willis	Whittaker to McCrone	Pedestrian path and bike lane		\$447,000
Washtenaw CRC	Willis	Willis Hamlet to Rawsonville	Add wide shoulder		\$175,000
Washtenaw CRC	Willow	Rawsonville to Stony Creek	Add Wide Shoulder		\$127,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Washtenaw CRC	Woodview	Lake Forest to	Add Pedestrian Path		\$16,000
Washtenaw CRC	Zeeb	Cedar Ridge to Park	Add Pedestrian Path		\$19,000
Washtenaw CRC	Zeeb	Pratt to Huron River Drive	Stripe bike lanes		\$28,000
Washtenaw CRC	Zeeb	Scio Church to Liberty	Stripe bike lanes		\$14,000
Washtenaw CRC	Zeeb	Scio Church to Pleasant Lake	Add Wide Shoulder		\$42,000
Washtenaw CRC	Zeeb Road	At Joy	Improve intersection	2031-2035	\$700,000
<b>Washtenaw CRC Total</b>					<b>\$162,339,000</b>
Ypsilanti	Ainsley	Cornell west to end of Ainsley 800'.	Construct new 5 ft concrete Pedestrian path		\$36,000
Ypsilanti	Anna	Cross to Washtenaw 700' west side of street.	Construct new 5 ft concrete Pedestrian path		\$32,000
Ypsilanti	Bell	Harriet south to end of Bell 600' west side.	Construct new 5 ft concrete Pedestrian path		\$27,000
Ypsilanti	Bell	North from Spring to Casler 500' both sides.	Construct new 5 ft concrete Pedestrian path		\$45,000
Ypsilanti	Bellevue	Whittier north to Collegewood 800 west side of street.	Construct new 5 ft concrete Pedestrian path		\$36,000
Ypsilanti	Border to Border	Hewitt Road to Michigan Avenue	Non-Motorized Path County Connector		\$858,000
Ypsilanti	Border to Border	Michigan Avenue to Ford Lake	Non-Motorized Path County Connector		\$515,000
Ypsilanti	Briggs	Bell to Kramer 300' both sides.	Construct new 5 ft concrete Pedestrian path		\$27,000
Ypsilanti	Brooks	Watling to Jefferson 400' west side of street.	Construct new 5 ft concrete Pedestrian path		\$48,000
Ypsilanti	Browning	Cross to Maple	Add Pedestrian Path		\$17,000
Ypsilanti	Browning	Walnut to Forest	Add Pedestrian Path		\$15,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Ypsilanti	Burbank	Michigan Ave to Cross	Add Pedestrian Path		\$23,000
Ypsilanti	Casler	Huron to Spring 1000 both sides'.	Construct new 5 ft concrete Pedestrian path		\$90,000
Ypsilanti	Catherine	Hamilton to Huron	Stripe Bike lanes		\$3,000
Ypsilanti	Catherine	Spring to Harriet 1600' east side of street.	Construct new 5 ft concrete Pedestrian path		\$73,000
Ypsilanti	Catherine	Huron to Spring Street	Stripe Bike lanes		\$5,000
Ypsilanti	Charles	Oak south 400' east side of street.	Construct new 5 ft concrete Pedestrian path		\$18,000
Ypsilanti	Cherry Court	River east to end of street 300' both sides.	Construct new 5 ft concrete Pedestrian path		\$27,000
Ypsilanti	Chidester	Catherine to Spring 1500' both sides.	Construct new 5 ft concrete Pedestrian path		\$135,000
Ypsilanti	Clark	Ford to Ridge	Add Pedestrian Path		\$225,000
Ypsilanti	Collegewood	Bellevue west to end of Collegewood 200' both sides.	Construct new 5 ft concrete Pedestrian path		\$18,000
Ypsilanti	Congress	Michigan Ave. to Hewitt	Stripe Bike lanes		\$16,000
Ypsilanti	Congress	Wallace to N. Congress 500' north side of street.	Construct new 5 ft concrete Pedestrian path		\$23,000
Ypsilanti	Cornell	Collegewood north to Huron River Drive 1800' east side of street.	Construct new 5 ft concrete Pedestrian path		\$81,000
Ypsilanti	Cornell	Gregory to Ainsley 800' west side of street.	Construct new 5 ft concrete Pedestrian path		\$36,000
Ypsilanti	Courtland	Washtenaw to Cross 600' both sides.	Construct new 5 ft concrete Pedestrian path		\$54,000
Ypsilanti	Dakota	Parkwood to Russell	Add Pedestrian Path		\$59,000
Ypsilanti	Draper	Hewitt to Edison	Add Pedestrian Path		\$72,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Ypsilanti	Ellsworth	Hewitt to Michigan Ave	Add Pedestrian Path		\$57,000
Ypsilanti	Emerick	Ecorse north to end 600' both sides.	Construct new 5 ft concrete Pedestrian path		\$55,000
Ypsilanti	Ferrier	Lincoln west to end 400' both sides.	Construct new 5 ft concrete Pedestrian path		\$36,000
Ypsilanti	Ford	Holmes to Clark	Add Pedestrian Path		\$59,000
Ypsilanti	Ford	Parkwood to Russell	Add Pedestrian Path		\$59,000
Ypsilanti	Forest	Ford to Lamay	Add Pedestrian Path		\$43,000
Ypsilanti	Frontage	Emerick to Hull	Add Pedestrian Path		\$124,000
Ypsilanti	Golfside	S. of Washtenaw to Packard	Add Pedestrian Path		\$85,000
Ypsilanti	Green	Le Forge west to end of Green Road 1500'	Construct new 5 ft concrete Pedestrian path		\$68,000
Ypsilanti	Grove	Spring south to Grove 500' east side of street.	Construct new 5 ft concrete Pedestrian path		\$15,000
Ypsilanti	Hamilton	Cross Street to I-94	Stripe Bike lanes		\$12,000
Ypsilanti	Harriet	First to Emerick	Stripe Bike lanes		\$16,000
Ypsilanti	Harris	Duncan to Russell	Add Pedestrian Path		\$75,000
Ypsilanti	Harris	Ecorse to Parkwood	Add Pedestrian Path		\$113,000
Ypsilanti	Harris	Melvin to Foley	Add Pedestrian Path		\$336,000
Ypsilanti	Helen	Charles east to Osband 1000' both sides.	Construct new 5 ft concrete Pedestrian path		\$90,000
Ypsilanti	Hewitt	Huron River Drive from abandoned rail to Michigan Ave.	Stripe Bike lanes		\$17,000
Ypsilanti	Hewitt	Packard to Draper	Add Pedestrian Path		\$155,000
Ypsilanti	Holmes	Allen to Harris	Add Pedestrian Path		\$21,000
Ypsilanti	Holmes	Prospect west to Dwight 600' both sides.	Construct new 5 ft concrete Pedestrian path		\$54,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Ypsilanti	Huron	I-94 north to Spring 1200' both sides.	Construct new 5 ft concrete Pedestrian path		\$108,000
Ypsilanti	Huron River Drive	Forest west to Hewitt 2 miles on both sides of street.	Construct new 5 ft concrete Pedestrian path		\$951,000
Ypsilanti	Huron River Drive	I-94 to Forest	Stripe Bike lanes		\$14,000
Ypsilanti	Huron River Drive	Jarvis to Hewitt 6000' both sides.	Construct new 5 ft concrete Pedestrian path		\$540,000
Ypsilanti	Huron River Drive	Cornell to Hewitt	Stripe bike lanes		\$9,000
Ypsilanti	Huron River Drive	Leforge to Forest	Stripe bike lanes		\$7,000
Ypsilanti	I-94 NM crossing at Huron	I-94 Crossing at Huron Street	Stripe Bike lane		\$5,000
Ypsilanti	Jefferson	East end of Jefferson to Madison 600' east side.	Construct new 5 ft concrete Pedestrian path		\$27,000
Ypsilanti	Jones	Wallace to Avline	Add Pedestrian Path		\$14,000
Ypsilanti	Kramer	Huron to end of Kramer 400' both sides.	Construct new 5 ft concrete Pedestrian path		\$36,000
Ypsilanti	Lakeview	Grove to McCartney	Add Pedestrian Path		\$51,000
Ypsilanti	Linden	Michigan north to Ferrier 800' both sides.	Construct new 5 ft concrete Pedestrian path		\$72,000
Ypsilanti	Mansfield	Washtenaw to Michigan Ave.	Stripe Bike lane		\$11,000
Ypsilanti	Maple	River west to end maple 300' south side of street.	Construct new 5 ft concrete Pedestrian path		\$14,000
Ypsilanti	Marion	Washtenaw to Cross 600' both sides.	Construct new 5 ft concrete Pedestrian path		\$54,000
Ypsilanti	Market	Forest to Cross 1000' both sides.	Construct new 5 ft concrete Pedestrian path		\$90,000
Ypsilanti	Martin Place	Prospect to Miles 1200' both sides.	Construct new 5 ft concrete Pedestrian path		\$108,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Ypsilanti	Miami	Oak to Forest	Add Pedestrian Path		\$20,000
Ypsilanti	Michigan Avenue	Huron St intersection to Waterworks Park	Stripe bike lanes		\$3,000
Ypsilanti	Michigan Avenue	Huron to Prospect	Stripe bike lanes		\$6,000
Ypsilanti	Montreal	Tyler to Auburndale	Add Pedestrian Path		\$23,000
Ypsilanti	Ninde	Ninde north to Cross 300' both sides.	Construct new 5 ft concrete Pedestrian path		\$27,000
Ypsilanti	Norris	West curve to River 600' both sides.	Construct new 5 ft concrete Pedestrian path		\$54,000
Ypsilanti	Oaklawn	Tyler to Ecorse	Add Pedestrian Path		\$31,000
Ypsilanti	Oakwood	Huron River Drive to Congress	Stripe Bike lane		\$11,000
Ypsilanti	Park	Cross south to Railroad 700' west side of street.	Construct new 5 ft concrete Pedestrian path		\$32,000
Ypsilanti	Park St.	Michigan Ave. to Cross	Stripe bike lanes		\$4,000
Ypsilanti	Parkwood	Woodlawn to Kansas	Add Pedestrian Path		\$20,000
Ypsilanti	Photo	Ninde to River 300' both sides.	Construct new 5 ft concrete Pedestrian path		\$27,000
Ypsilanti	Prospect	Grove to Michigan	Stripe Bike lanes		\$6,000
Ypsilanti	Prospect	Michigan Ave. to Holmes	Stripe Bike lanes		\$9,000
Ypsilanti	Railroad	LeForge to end 1100' both sides.	Construct new 5 ft concrete Pedestrian path		\$99,000
Ypsilanti	Ridge	Clark to Mott	Add Pedestrian Path		\$38,000
Ypsilanti	Roosevelt	Courtland to Mansfield at Candy Cane Park 500' north side of street.	Construct new 5 ft concrete Pedestrian path		\$23,000
Ypsilanti	Russell	Harrison to Oregon	Add Pedestrian Path		\$57,000
Ypsilanti	S. Hamilton	Harriet south to I-94 1000' both sides.	Construct new 5 ft concrete Pedestrian path		\$90,000

Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Ypsilanti	S. Mansfield	Michigan to end of Mansfield 1800' both sides.	Construct new 5 ft concrete Pedestrian path		\$162,000
Ypsilanti	Spring	Bell east to Catherine 1600' south side of street.	Construct new 5 ft concrete Pedestrian path		\$72,000
Ypsilanti	St. Johns	Lowell east to end of street 400' both sides.	Construct new 5 ft concrete Pedestrian path		\$36,000
Ypsilanti	State	Desoto to McCartney	Add Pedestrian Path		\$35,000
Ypsilanti	Tyler	Emerick to Oaklawn	Add Pedestrian Path		\$39,000
Ypsilanti	Tyler	Eugene to Desoto	Add Pedestrian Path		\$34,000
Ypsilanti	Valley	Congress to Harding	Add Pedestrian Path		\$17,000
Ypsilanti	Virginia Place	Charles east to end 1400' both sides.	Construct new 5 ft concrete Pedestrian path		\$126,000
Ypsilanti	Wallace	Jones to Congress	Add Pedestrian Path		\$20,000
Ypsilanti	Warner	Mansfield to Wallace	Add Pedestrian Path		\$27,000
Ypsilanti	Warner	Michigan north to end of street 1000' both sides.	Construct new 5 ft concrete Pedestrian path		\$90,000
Ypsilanti	Washtenaw	Bellevue east 600' north side of street.	Construct new 5 ft concrete Pedestrian path		\$27,000
Ypsilanti	Washtenaw	Western City boundary to Huron Street	Stripe Bike lanes		\$20,000
Ypsilanti	Watling	Second to Brooks 2000' south side of street.	Construct new 5 ft concrete Pedestrian path		\$90,000
Ypsilanti	West Cross St.	Western boundary of City to Normal Street	Stripe Bike lane		\$15,000
Ypsilanti	Westmoorland	West from Mansfield to end of Washtenaw.	Construct new 5 ft concrete Pedestrian path		\$60,000
Ypsilanti	Whittier	Bellevue east 600', south side of street.	Construct new 5 ft concrete Pedestrian path		\$27,000

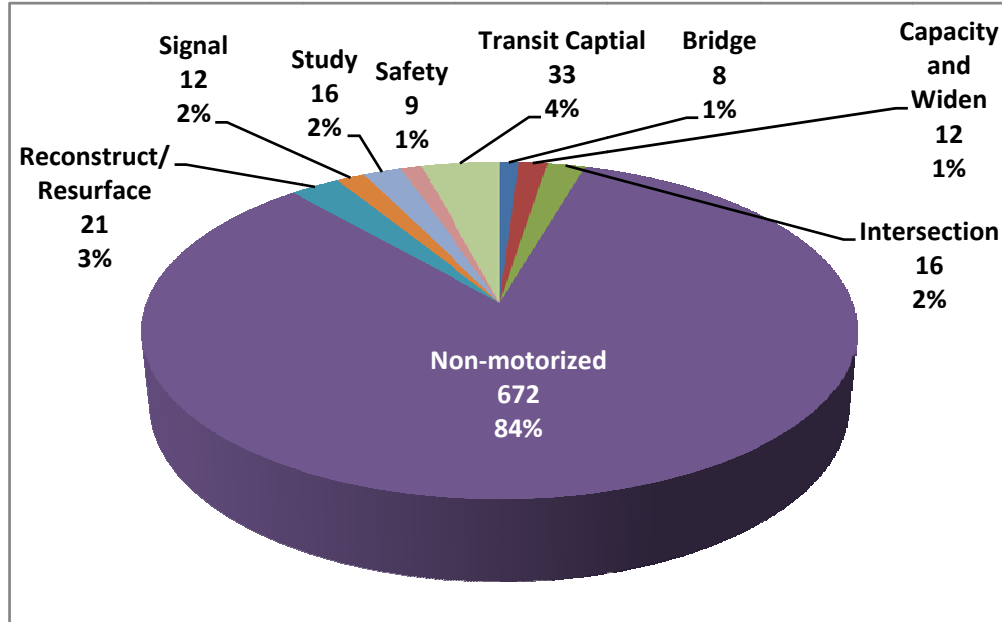


Table 27  
2035 Unfunded Improvements

JURISDICTION	PROJECT NAME	PROJECT LIMITS	PROPOSED WORK	TIME CODE	TOTAL COST
Ypsilanti	Woods	Linden to Pleasant 1500' north side of street.	Construct new 5 ft concrete Pedestrian path		\$68,000
Ypsilanti	Leforge	Clark to Huron	Stripe bike lanes		\$59,000
Ypsilanti	Michigan Ave.	Hamilton to Adams	Construct Pedestrian path		\$20,000
Ypsilanti	Mansfield	Warner to Westmoorland	Add Pedestrian Path		N/A
				<b>Ypsilanti Total</b>	<b>\$7,839,000</b>
<b>843</b>	<b>Unfunded Projects</b>			<b>Grand Total</b>	<b>\$1,618,791,275</b>



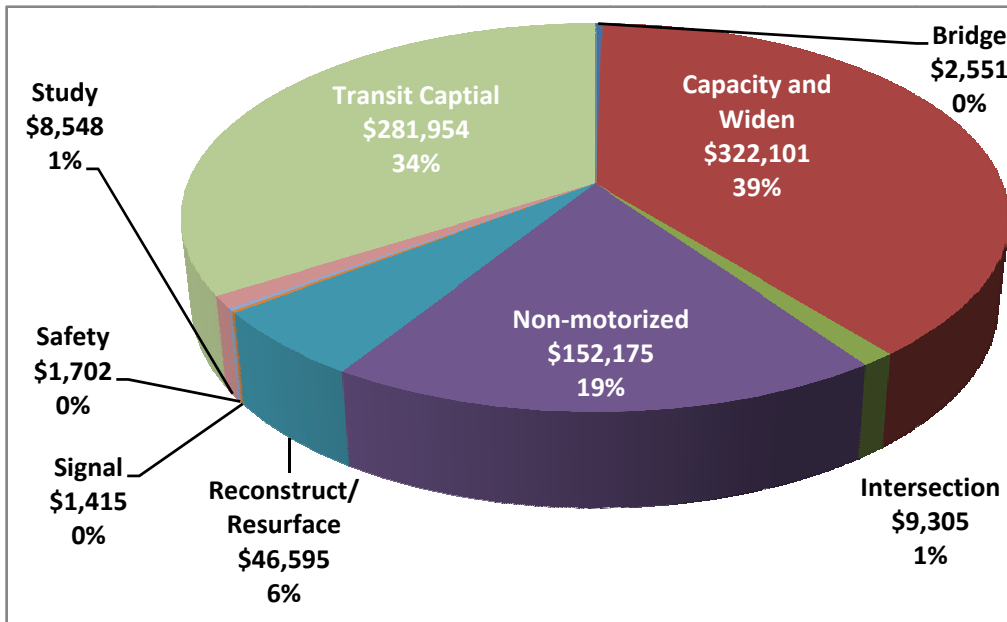
Chart 20: 2035 Plan Number of Unfunded Improvements



<u>Improvement Type</u>	<u>Projects</u>	<u>% of Total</u>
Bridge	8	1.0%
Capacity and Widening	12	1.5%
Intersection	16	2.0%
Non-motorized	672	84.1%
Reconstruct/Resurface	21	2.6%
Signal	12	1.5%
Study	16	2.0%
Safety	9	1.1%
Transit Capital	33	4.1%
<b>Total Improvements</b>	<b>799</b>	<b>100%</b>

Note: Although transit and road operating costs were included in the 2035 Plan, they have not been included in the above chart.

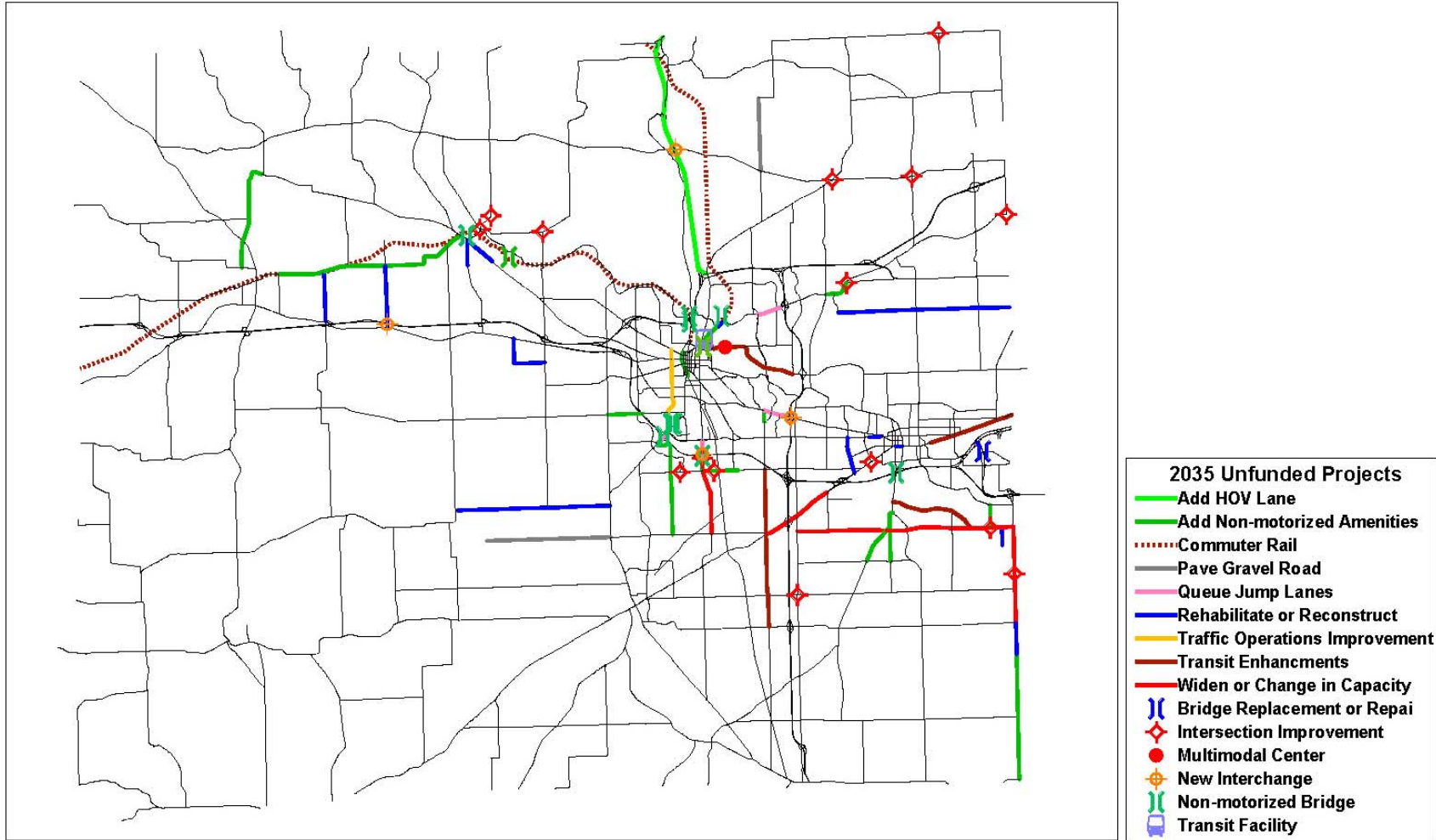
**Chart 21: 2035 Plan Cost of Unfunded Improvements  
(000's)**



<u>Improvement Type</u>	<u>Cost (000's)</u>	<u>% of Total</u>
Bridge	\$2,551	0.3%
Capacity and Widening	\$322,101	39.0%
Intersection	\$9,305	1.1%
Non-motorized	\$152,175	18.4%
Reconstruct/Resurface	\$46,595	5.6%
Signal	\$1,415	0.2%
Study	\$8,425	1.0%
Safety	\$1,702	0.2%
Transit Capital	\$281,954	34.1%
<b>Total Improvements</b>	<b>\$597,056</b>	<b>100%</b>

Note: Although transit and road operating costs were included in the 2035 Plan, they have not been included in the above chart.

# 2035 Transportation Plan

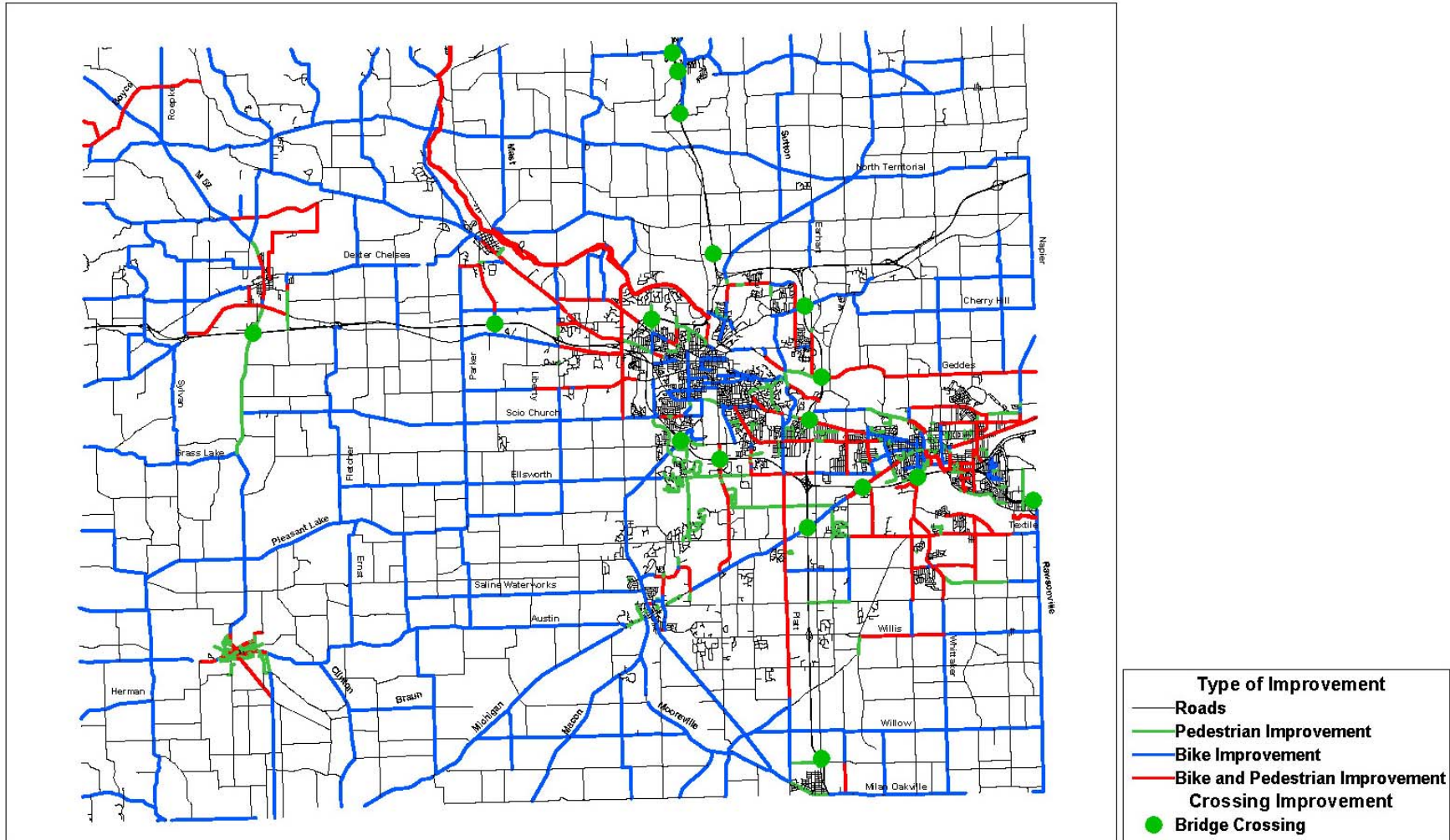


The Non-motorized projects on this map were identified during the 2035 plan process. Non-motorized projects from the Non-motorized Plan for Washtenaw County are on page A56.



Map 15: Non-motorized Unfunded Improvements

# Unfunded Improvements from Non-Motorized Plan



Improvements identified in the development of the Non-motorized Plan for Washtenaw County



## **Appendix B: 2035 Travel Demand Model**





## **2035 Travel Demand Model**

Travel Demand Forecasting and traffic assignment in Washtenaw County is based on current and projected socio-economic data from the Southeast Michigan Council of Government. These variables are projected based on existing land use and adopted master plans from the municipalities and townships within the County.

WATS works with SEMCOG to project the following socio-economic characteristics by 5 year period through 2035:

- Population
- Household
- Employment total
- Employment type
- Workers by household
- Workers by vehicle availability

The land use concepts outlined and prescribed in local master plans serve as a base for the forecasting of demand on the transportation system, not just in terms of automobile trips but for multiple modes of transportation. WATS and SEMCOG staffs work with local agencies to identify trends in development and to discuss the type and location of future development.

Previously, SEMCOG provided socio-economic data by Traffic Analysis Zone (TAZ). However, for the 2035 Small Area Forecast data (used for this plan) SEMCOG used the Urban Simulation Model which provided data projections at a much smaller geography. The Urban Simulation Model uses grid cells that are 150 meters by 150 meters. This allows for greater detail in socio-economic data projections. This data is then aggregated to the Traffic Analysis Zone geography for use with the WATS travel demand model.

### **Trip Generation**

The Washtenaw County model uses information about trip patterns such as the number and type of trips from the 2005 SEMCOG and MDOT household travel surveys. These surveys help in the development of equations that are applied to the socio-economic projections at a very detailed level. The result is an estimate of both the number of trips and the types of trips residents make. The WATS model projects the following types of trips:

- Home-based Work
- Home-based University
- Home-based Shop
- Home-based Other
- Non Home-based

## **Trip Distribution**

The WATS travel demand model uses the outputs of trip generation as an input to the trip distribution step. In this step, trip origins and destinations are matched with each other. At the end of this step, the number and type of trip between each pair of TAZs is known.

## **Mode Choice**

Using survey data and Census data, the WATS model projects the mode of travel used. The WATS model allocates the trips into the following modes of travel.

Walk

Bike

Walk to Transit

Drive to Transit (Park and Ride)

Carpool

Drive alone

## **Trip Assignment**

Once the type, location and mode of each trip are established, the model chooses the fastest route between the origin and destination using the mode of choice. The model assigns trips to the road or transit network using the fastest route from origin to destination. Trip assignment is an iterative process that considers the effects of congestion. If a route between origin and destination becomes congested the model will look for alternate routes. With each iteration, trips are reassigned based on the travel times until all trips have been assigned the most efficient route based on time.

## **Long Range Planning**

Estimating travel and congestion is the WATS model's primary purpose for the Long Range Plan. WATS determines congestion two different ways based on the type of road facility. WATS considers freeways such as I-94 and US-23, deficient once the full capacity of the road is reached. In the model, when 100% of the hourly capacity is assigned to a freeway it is considered congested. For other types of road ways, WATS defines congestion as congested at 80% of hourly capacity. For this reason, every non-freeway link on the WATS highway network that is assigned more than 80% of its capacity in any given hour and any freeway link assigned more than 100% of its capacity is designated as deficient in terms of congestion.

## **Appendix C: Public Involvement Documentation**



Figure 1: January 2009 – Goals and Objectives Public Meeting Notice


**WATS 2035 Long Range Plan**

## **2035 Long Range Plan Meeting**

**To: Washtenaw County Stakeholders**

**Date: January 14<sup>th</sup>, 2009**

**Where: WCC Morris Lawrence Building**



WATS is initiating the public meeting process in support of the development of Washtenaw County's 2035 Long Range Transportation Plan (LRP). Two meetings will be held January 14<sup>th</sup>, from 2pm to 4pm and from 6pm to 8pm. The Washtenaw Community College Morris Lawrence Building is located at 4700 East Huron River Drive, Ann Arbor, MI. WCC Campus can be accessed using THE RIDE routes 3 and 7.

This first set of public meetings will focus on the Goals and Objectives and plan Development Schedule. WATS will take public comment in the following goals and objectives.

- Promote a safe and secure transportation system
  - Reduce the number and severity of traffic crashes.
  - Increase the safety and security of the transportation system and its users.
- Provide accessibility and mobility for all people and goods.
  - Reduce the distance or time spent traveling
  - Increase the occupancy rate for all motorized modes.
- Invest strategically in transportation infrastructure to enhance the vitality of the community.
  - Give priority to preservation and maintenance of the existing transportation system.
  - Develop a financially responsible plan that allocates available resources.
- Protect and enhancing the environment.
  - Reduce air, water and noise pollution and emissions and concentrations.
  - Reduce energy consumption


If you would like to provide comments, recommendation or suggestions, WATS has a 2035 LRP Blog where items such as: safety, congestion, non-motorized, transit, roads and bridges are currently being discussed. Just navigate your web browser to <http://wats2035lrp.blogspot.com> provide your thoughts.

Figure 2: January 2009 – Goals and Objectives Funding Exercise

# 2035 Plan Deficiencies


How would you invest in transportation? Spend dollar value stickers in the boxes according what you think the level of investmet should be.

Congestion	
------------	---

Safety	
--------	---

Bridge	
--------	---


Transit	
---------	---

Pavement	
----------	---

Non-motorized	
---------------	---







Figure 3: June-July 2009 – Draft Plan Public Meeting Notice

**PUBLIC MEETING**



Washtenaw Area  
Transportation Study

# 2035 Long Range Transportation Plan for Washtenaw County

Every four years, transportation agencies in cooperation with WATS, prepare a fiscally constrained long range transportation plan. The 2035 Long Range Transportation Plan for Washtenaw County will be available at transportation agencies, communities and public libraries for review by May 22. Public comment may be provided by mail, email, blog or in person at one of the public meetings.

A list of the 2035 Plan public meetings throughout Washtenaw County is shown below. Participants will have an opportunity to review and provide comments on transportation improvement projects submitted by Washtenaw County transportation agencies. Improvements address **bridge, pavement, congestion, transit, non-motorized, and safety** deficiencies. WATS staff will be on hand to record participant comments or individual comment forms will be provided.

WATS will share the comments with the agencies responsible for project implementation and incorporation

<p><b>June 2, 2009</b> University of Michigan 2-4 PM Palmer Commons, 100 Washtenaw Ave</p>	<p><b>June 18, 2009</b> York Township Hall 6-8 PM 11560 Stony Creek Rd, York Township</p>
<p><b>June 8, 2009</b> Northfield Township Public Safety Building 2-4 PM 8350 Main St, Whitmore Lake - 2nd Floor</p>	<p><b>June 22, 2009</b> Ann Arbor Downtown Development Authority 2-4 &amp; 6-8 PM 150 S. Fifth Ave, Ste 301, Ann Arbor</p>
<p><b>June 9, 2009</b> Chelsea, Washington Street Education Center 6-7 PM 500 East Washington St, Chelsea</p>	<p><b>June 24, 2009</b> Dexter Township Hall 2-4 PM 6880 Dexter-Pinkney Rd, Dexter Township</p>
<p><b>June 10, 2009</b> Bridgewater Township Hall 5-7 PM 10990 Clinton Rd, Bridgewater Township</p>	<p><b>June 24, 2009</b> Dexter District Library 6-8 PM 3255 Alpine St, Dexter</p>
<p><b>June 11, 2009</b> Superior Township Hall 2-4 PM 3040 N. Prospect, Superior Township</p>	<p><b>June 30, 2009</b> Scio Township Hall 2-4 PM 827 N. Zeeb Rd, Scio Township</p>
<p><b>June 11, 2009</b> Lima Township Hall 7-9 PM 11452 Jackson Rd, Lima Township</p>	<p><b>July 6, 2009</b> Ypsilanti Township Hall 6-8 PM 7200 S. Huron River Dr, Ypsilanti Township</p>
<p><b>June 16, 2009</b> Ann Arbor Center for Independent Living 3-5 PM 3941 Research Park Dr, Ann Arbor</p>	<p><b>July 8, 2009</b> Pittsfield Township Hall 6-8 PM 6201 W. Michigan Ave, Pittsfield Township</p>
<p><b>June 17, 2009</b> Ypsilanti City Hall 6-8 PM 1 S. Huron St, Ypsilanti</p>	<p><b>July 9, 2009</b> Saline Council Chambers 6-8 PM 100 N. Harris St, Saline</p>

For additional information and meeting times visit: [www.wats2035lrp.blogspot.com](http://www.wats2035lrp.blogspot.com) or [www.miwats.org](http://www.miwats.org)

#### Figure 4: January-July 2009 – Public Comment Received

As soon as I was designated to serve as a Pittsfield Township Planning Commissioner, I have been approached at the grocery, sporting events, church, and while working out – everyone has a comment about how to ease their task of getting to and from work.

I hear comments about taking nearly 90 minutes to drive from Ypsilanti to the Ice Cube at rush hour, the lack of shelter or a place to sit for those waiting along Ellsworth for the bus, the daily long wait to merge onto I-94 from South State at 5 pm, the long back-ups on US-12, the difficulty for biking and walking workers to cross over the expressway, the dramatic congestion around WCC and St. Joe's hospital. 'Losers cry louder than winners sing', as UM professor Slemrod so eloquently stated. The question is – are we listening to any of the citizens that are losing in the daily challenge of getting around?

I have 3 distinct comments – the first about intergovernmental communication, then the Transit Plan, and finally WALLY because they are really tied together as WATS is now looking at serving both the county and out-county areas.

1. Washtenaw county transportation groups are not doing a good job of communicating from the township/city level » WATs » SEMCOG about our transportation needs. The recent submittal to the Michigan Governors' office of "shovel ready projects" is an example of this lack of communication. The Pittsfield planning department did not find out until the end of January what was submitted by WCRC, nor did WATS know what those projects were at the January 14<sup>th</sup> public comment meeting (although WATS submitted 01.08.09).
2. The WATS transit document is not comprehensive – it is based on 4 small surveys that still don't give us much information about commuting and local needs outside the MRide system

WATS needs to survey employees of large employers (online and e-mail access make this easier now) and address their concerns. Are we asking questions of the people who are driving in our county about what their commute is like and where improvements are necessary to draw employers to our county?

It is very frustrating to read the WATS 2030 Congestion Management Plan and the Regional Transportation Plan and see only ITS (timing of traffic lights) as solutions for State between Eisenhower and Michigan, & Ellsworth between State & Platt.

Re: Widening of Michigan Avenue, west of US-23 - FONSI and EIS have been complete for several years and project is currently in "fast track status" . I understand that Blackmore is in contact with Michigan office of FHWA planner. What other advocacy is necessary for this project that has been languishing for years?

Additionally, the State Street corridor study, with data that is over 3 years old, has apparently been "shelved" – it is not on any county CIP list, nor WATS/SEMCOG. Why pay consultants to highlight failing intersections and then ignore the results?

When we look at fatalities and injuries, Pittsfield roads and intersections have that dubious distinction. WATS needs to re-prioritize the funding of roads in Pittsfield Township including State Road and Michigan Avenue and create a 10-year phased in plan.

3. My final comment is about WALLY - As a Planning Commissioner, we hear presentations from property owners along major thoroughfares – State Road, Ellsworth, Michigan Avenue. The Pittsfield Master Plan makes assumptions about the availability of public



transportation and sidewalks, yet businesses and employees are not served by the AATA in this area, within the county.

Like everyone, I make decisions based on time/cost. I compared the time to travel to WCC on the AATA/Google site - 56 minutes if I left from the closest bus stop to my home vs. 11 minutes (from that same stop) in my hybrid car. The county has challenges to provide transit service to everyone.

As the residents of Howell can tell you – just because you raise the money to build something like a large high school doesn't mean you have the money to run it on an annual basis – the annual operating expenditures of WALLY give one pause – \$4.5 – 7 million annually. This is a huge risk for local taxpayers who fund over 40% of expenses of AATA, the agency that is now the WALLY authority.

If you have read the proposals that consultant RLBA has prepared for other commuter rail clients, (Kansas City/Iowa City), 2 key words jump out at you – FATAL FLAW of underestimating ridership. Riding public transportation & transferring to buses requires a strong commitment and a lot of inconvenience for the rider.

The Wally proposal is built on some dramatic assumptions about ridership. Depending on which document you look at, the daily forecasted ridership is 1100, 1300 or 1700. The consultant recommends in their report: **“A more in-depth analysis of ridership is suggested in order to introduce travel time in the survey and to establish per station ridership.”** This a lot of money – If you are coming out with a new toothpaste, focus groups, trial tests, etc. are the norm.

The key question is HOW many of the 250 that said they would ride the train daily at the Howell/Whitmore Lake location would change their behavior to start using public transportation that leaves at a fixed time if WALLY were offered? Currently a typical UM employee pays less than 90¢ per day to park and if you live in Howell, a vehicle is a necessity. Will they be willing to take a train when it is still fairly inexpensive and convenient to turn the key in their own car?

Before we commit to over \$32 million in infrastructure improvements, let's test the ridership as suggested by RBLA.

As WALLY directly benefits Livingston County employees and primarily UM as an employer, I propose that WATS ask these 2 partners to subsidize a trial run using 2 UM or AATA buses for 1 month between Howell station and the Plymouth Rd Bus stop. The test would mirror the express times forecasted: 2 times in the morning (to ensure 7 am & 8 am work arrival times). A similar test run would be offered 2 times in the evening.

Offer it free, similar to the proposed subsidy plans, and do it during a non-holiday month like March or September. No vehicle parking worries as Howell already has space for 150 vehicles.

Each commuter would be given a short questionnaire the first time they complete a round trip that would ask for their resident's zip code, building destination, actual door to door time it took to get to work and back home for this trial run, previous door to door commuting time (by car), if they typically car pool, how many riders are in the pool, and what they spend in parking fees monthly. This ridership data from the trial run riders and the questionnaire input would be reviewed by WATS and available to the public.

We must be good stewards with taxpayer dollars. Please do the due diligence to ensure that:

1. The transportation needs of county commuters are being met.
2. Please require a true marketing test to help make WALLY a success.

Submitted by Sabrina Gross – Pittsfield Township Planning Commission , January 30, 2009

## Non-motorized Project Priorities

Prepared by Washtenaw Bicycling and Walking Coalition  
April 28, 2009

This document recommends current priorities for improvements to facilities for bicycling and walking in Washtenaw County as viewed by the Washtenaw Bicycling and Walking Coalition. There is no attempt to numerically weight the principles or to suggest an implementation order or relative significance of the projects. Information about the Coalition is available at [www.wbwc.org](http://www.wbwc.org).

## Principles

The recommendations are guided by these principles:

1. Connection of centers of population, employment, education, shopping, and recreation.
2. Completion of the Border-to-Border Trail as a backbone.
3. Accommodation of the transportation needs of people without cars, with low income, or with disabilities.
4. County-wide significance.
5. Near-term feasibility.
6. Presence in current plans.

## Projects

### Border-to-Border (B2B) Trail projects

- Underpass beneath railroad between Bandemer and Barton Parks.  
*Rationale: This major capital project is key to extending the B2B Trail from Ann Arbor to the northwest. Safety is also an issue at the current informal railroad crossing. Significant non-local funding should be available.*
- Upgraded connection between Argo Dam and Broadway along the millrace, requiring bank stabilization and surface treatment. (~1/4 mi.)  
*Rationale: Together with the above tunnel, this project establishes continuity of the B2B Trail all the way through Ann Arbor and all the way to Ypsilanti.*
- Bridge over the Huron River southeast of Dexter to Dexter-Huron Metropark.  
*Rationale: This bridge will connect two Metropark parcels and will enable further extension of the B2B Trail toward Ann Arbor. Design is done and funding has been secured; construction awaits DNR approval.*
- Bridge from Dexter's Warrior Creek Park over Mill Creek and under the railroad trestle, with neighborhood connections on both sides.  
*Rationale: This bridge enables the future extension into Dexter of the planned trail through Hudson Mills Metropark. Several agencies have agreed to participate.*
- Route through Eastern Michigan University between LeForge Rd. and Forest Ave. (~1/2 mi.)  
*Rationale: Signage and minor widening of existing paths will clarify user navigation and tie the university to the B2B Trail.*
- Signage of the temporary route through Ypsilanti. [completed in 2008]  
*Rationale: This project will establish continuity most of the way to the Wayne County border until planned improvements within Ypsilanti can be completed.*

## Projects in road corridors

- Dexter-Chelsea Rd. -- wide shoulders (and/or usage of the nearby abandoned Boland railroad grade) between Dexter Village and Chelsea. (~7 mi.)  
*Rationale: Provides inter-urban linkage.*
- Plymouth Rd. -- wide shoulders from Dixboro Rd. to SR-153. (~2 mi.)  
*Rationale: Together with existing wide shoulders elsewhere on Plymouth and Ann Arbor Trail, improves bikeability between Ann Arbor and Plymouth, where major regional trails converge (the Middle Rouge Parkway Trail and the I-275 Trail).*
- Bridge St. -- sidepath and/or wide shoulders from Grove to Textile. (~2/3 mi.)  
*Rationale: Improves bikeability of the loop around Ford Lake and fills a B2B Trail gap between Grove Rd. and North Hydro Park.*
- Textile Rd./Huron River Drive -- sidepath west from Bridge St. to the Textile/Huron River Dr. split (~1/2 mi.), and wide shoulders from the split east to Rawsonville Rd. (~1.5 mi.)  
*Rationale: Improves bikeability of the loop around Ford Lake and facilitates future linkage to Wayne County along Huron River Drive.*
- Dexter-Ann Arbor Rd. -- within Dexter Village, wide shoulders from Kensington St. to Mill Creek School. (~1/4 mi.)  
*Rationale: Connects with the wide shoulders that continue to Ann Arbor.*
- Stony Creek Rd. and connectors -- from the planned roundabout at Whittaker and Stony Creek: a sidepath on the east side of Stony Creek to Hitchingham; along existing shoulders on Hitchingham to about 1/3 mile north of Bemis; along a trail through Hewen's Creek Park to Stony Creek Rd. and Rolling Hills Park; wide shoulders on Stony Creek from the park to Carpenter Rd. (~7 mi.)  
*Rationale: Improves bikeability from Ypsilanti to Rolling Hills County Park, Milan, and (via partially-gravel Bemis) to Saline.*
- Ann Arbor-Saline Rd./I-94 interchange area -- improvements for non-motorized use, initially with a sidewalk on the east side of the I-94 bridge and connection to existing sidewalks and Lohr Circle; eventual shoulder completion on Lohr Rd. and Textile Rd. for linkage to Saline, and improvement of the west side of the I-94 bridge.  
*Rationale: Improves linkage of Ann Arbor, Pittsfield Twp., and Saline; connects residential and shopping areas; and fills a gap of over 3 miles between Stone School Rd. and Scio-Church Rd. without a reasonably safe crossing of I-94. (Other interchanges that have been studied for improvement, such as US-23/Washtenaw and I-94/State, have problems that must be resolved on the sides of the interchanges.)*
- Huron/Whittaker/I-94 interchange -- improvements for non-motorized use.  
*Rationale: Connects residential area north of I-94 with shops and services to the south. The nearby expressway crossing at the B2B Trail/Grove Rd. is inconvenient for the pedestrian traffic on Huron/Whittaker.*
- Scio-Church Rd. -- wide shoulders from Maple to Wagner. (~1 mi.)  
*Rationale: Provides continuity to the wide shoulders along Scio-Church from Wagner to Zeeb and improves access to Oak Valley Rd.*
- Ellsworth Rd. -- sidewalk on north side from State St. past Stone School Rd. to Shadowood. (~1 1/4 mi.)  
*Rationale: Access to offices of Social Security Administration and Ann Arbor Center for Independent Living.*

## **Policies**

- Paved shoulders --
  - 1) Pave shoulders of at least 4 feet on newly paved or repaired uncurbed roads.
  - 2) Pave shoulders of at least 5 feet on newly curbed roads where feasible.  
*Rationale: Safety for all road users and pavement preservation.*
- Bike lanes -- where appropriate, do the following:
  - 1) Stripe bike lanes on roads and sign or mark them.
  - 2) Convert 4-lane roads to 3-lane roads with bike lanes.  
*Rationale: Safety and traffic calming.*
- Signage and mapping --
  - 1) Erect “Share the Road” signs on roads that bicyclists frequently use.
  - 2) Use signs and markings to help bicyclists and pedestrians navigate at discontinuities of facilities and during construction, as is done for motor vehicles in work zones.
  - 3) Coordinate signage with future county bicycle maps.  
*Rationale: Clarity and safety.*
- Accessibility -- Build facilities that conform to appropriate accessibility standards.  
*Rationale: Usability by all people.*
- Plan adoption -- Encourage local governments to adopt, into their master plans, the Washtenaw Area Transportation Study (WATS) Non-motorized Plan, the Border-to-Border Trail Plan, and the Washtenaw Metro Alliance’s “A Plan for Coordinated Parkland and Open Space.” (A suggested adoption resolution is in Appendix C of the WATS plan.)  
*Rationale: Coordinated implementation.*
- Traffic counts -- Encourage SEMCOG to make the helpful traffic count section of its Web site even more helpful by including and labeling, on a few selected routes of interest to bicyclists, weekend (as well as weekday) counts, to meet the different needs of weekday and weekend cyclists.  
*Rationale: User assessment of route suitability.*



# 2035 Plan Comment Sheet

We value your comments on the Long Range Transportation Plan for Washtenaw County. In the space provided below, please provide your comments regarding any of the six areas included in the plan. The comments we receive will be provided to the local agencies with jurisdiction over the planned improvement and to the WATS Technical and Policy Committees prior to their adoption of the Plan. Copies of the comments will also be provided to SEMCOG prior to their adoption of the Regional Long Range Plan.

Your Name: Robert Klingler

Phone (optional): 332-3993

**Congestion** Geddes over US23 is very bad  
too much east bound traffic coming  
off US23 south



**Safety** Too many stoplights (4) in a half mile  
Arborland area is also congested  
Jackson-Maple - left turn from west to north  
backs up  
would like to see safety tips in AA News



**Bridge** Replace bridges before they have  
holes in pavement.  
Encourage funds for replacement.



**Transit** I would like to see bus loop  
around city without going downtown  
Buses should connect across county.



**Rail** AA to Detroit + Rail from Brighton to AA  
are needed

**Pavement** Division, Packard near Madison are bad.  
Geddes over US23 is terrible.



**Non-motorized**  
I support connecting bicycle lanes throughout  
AA and the county.  
Border to border <sup>needs</sup> to be completed  
Pedestrians need encouragement w/ signs  
maps, easy access, adequate parking



How did you hear about this meeting? <sup>11-13-09</sup> AA News - WATS - but forgot

Was the location easily accessible to you? NO - congestion on US 24 and Geddis

How did you get to this meeting? (Drive, bus, walk, etc.) drive

Did you learn something new at this meeting, if so what?

curb cuts on Jackson Rd

What information would you have liked to have, but did not receive at this meeting?

- Update on high speed railroads

= What is AATA doing?

What could we do better?

WCC has rush hour to WCC

at 6-7pm.

Additional Comments:

Traffic lights in Ann Arbor need

better timing. Blinking lights should

stay on until 7am

Left turn on green should be standard throughout the city.



Washtenaw Area Transportation Study  
705 N. Zeeb Rd.  
Ann Arbor, MI 48103



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Your Name: Clark Charnetski

Phone (optional): 761-3814

**Congestion** Pave Satten Rd. north of N. Territorial to provide a paved alternative to US-23 between Ann Arbor + Whitmore Lake



**Safety** Mark Plymouth Rd. between Upland + Moore St for bikes.



**Bridge** Add/improve pedestrian crossings of expressways.



**Transit** Expand parking at A<sup>2</sup> Amtrak station.  
Light rail or busway along south side of Ply. Rd. between US 23 and Marlin/Upland, then thru N. Campus, Med. Ctr., Central Campus + downtown. At least preserve the ROW.



**Pavement** Do a better job of cleaning on-street bike lanes.  
Pave ped/bike paths thru Barton Park (replace woodchips).



**Non-motorized** Grade separated crossing of railroad tracks at Arb. U-M Med. Ctr + N. Main St (Huron River Dr.) needed.  
Ped./bike route using unbuilt ROW for extension of Huron Rky ~~thru~~ from Traver Rd to Whitmore Lake Rd.



How did you hear about this meeting? e-mail of notice

Was the location easily accessible to you? Yes

How did you get to this meeting? (Drive, bus, walk, etc.) Drive

Did you learn something new at this meeting, if so what?

What information would you have liked to have, but did not receive at this meeting?

More details of transit plans.

What could we do better?

Additional Comments:



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Your Name: Patrick Sloan - Dexter Township

Phone (optional): (734) 426-3767

**Congestion** In Dexter Twp, congestion at the N. Territorial/Dexter-Pinckney Rd. could be lowered w/ light sensors and left turn lights. Congestion south on Dexter-Pinckney Rd could be lowered by improving traffic flow through the Village of Dexter. An interchange at Dancer Rd @ I-94 would pick up traffic coming from (and through) Dexter Twp. Look for alternatives to widening roads.

**Safety** Many roads are unsafe b/c pavement, ditches, and right-of-ways are not maintained. The increasing deer population also makes roads less safe. This, combined with trees and brush in the right-of-way, makes driving conditions unsafe - especially at night. Better ditches will improve drainage. Natural traffic calming measures will reduce speeds.

**Bridge** The bridge from Island Lake Rd. into the village of Dexter will need to be replaced at some point.

**Transit** Transportation for the Baby Boomer generation will be a major issue over the next 30 years. Bus access to/from major nodes is important. Programs like WPAVE will also be very important in getting people from their home to a bus stop.

**Pavement/Gravel** Improve and upgrade rural roads in a manner that maintains natural beauty and rural character, and utilizing construction and maintenance standards in connection with rural roads that respect existing topography and natural features. Also, oppose Washtenaw County Road Commission's excessive and unnecessary Right-of-Way master plan.

**Non-motorized** Wider shoulders along major paved roads will help. Also, continuing to develop the border-to-border trail will also be important.

How did you hear about this meeting? e-mail

Was the location easily accessible to you? yes

How did you get to this meeting? (Drive, bus, walk, etc.) \_\_\_\_\_

Did you learn something new at this meeting, if so what? Yes. The amount of pavement deficiencies.

What information would you have liked to have, but did not receive at this meeting?  
The cause (or ~~causes~~ <sup>contributing</sup> cause) of crashes. Was it a pavement deficiency, congestion, deer, etc.?

What could we do better?  
More advanced notice of the meeting. It may have been noticed more in advance and I just missed it. ~~It was~~ I will forward future notices to my Planning Commission and Twp Board.

Additional Comments: Great meeting, very informative



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705 N. Zeeb Rd.  
Ann Arbor, MI 48103



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Your Name: ALICE RALPH

Phone (optional): 769 1766

**Congestion** *what about demand mgt./alternative models? Several anecdotal/site based data\* indicate that the model needs significant adjustment. Pls list some of the vectors/factors on the map, so people can fill in their own add'l data.*



**Safety** *These three obviously interactive (more than some others?)*



**Bridge** *Environmental impact should be major determinant as well as other areas in the previously mentioned interactions*



**Transit** *Fare equity for residents?*



**Pavement** *Bike lanes first! our rears are more vulnerable when not in cars or bus*



**Non-motorized** *Good for environment, good for health. Double the value to 10x over-tenx the prices*



How did you hear about this meeting? WMA email, ~~other~~ 2<sup>nd</sup> email, newspaper

Was the location easily accessible to you? Not in blizzard but okay in

How did you get to this meeting? (Drive, bus, walk, etc.) afternoon 2-4 for  
plg

Did you learn something new at this meeting, if so what?  
Organizational problems/structure.

What information would you have liked to have, but did not receive at this meeting?

Money paths ...; identification of decision-  
makers. Description of public process  
and why it matters.

What could we do better?

I can't stand the stick-on-ids activity.  
(Have done too often) but wish I could  
suggest something better.

Additional Comments:

\* Packard, Liberty, Sevenik, Stadium Blvd.  
congestions) don't make sense as  
indicated on map ... model?



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Your Name: MIKE MARTIN

Phone (optional): EMAIL: SATUR9@COMCAST.NET

**Congestion** EASE CONGESTION IN VITAL LOCATIONS WHICH CAN BE ACCOMPLISHED, AT LEAST ONE WAY, BY ~~RECONSTRUCTING~~ PAVING UNPAVED ROADS IN DENSE POPULATED AREAS OF THE COUNTY, GIVING PEOPLE ALTERNATE TRAVEL ROUTES (I.E. BEMIS ROAD TO RAWSONVILLE RD).



**Safety** I think by doing the items listed below it will go a long way in maintaining safe transportation.



**Bridge** CONTINUE TO MAKE SURE BRIDGES ARE STRUCTURALLY SOUND THROUGHOUT THE COUNTY.



**Transit** MAINTAIN, IMPROVE & INCREASE BUS TRANSPORTATION ESPECIALLY IN YPSILANTI TOWNSHIP. KEEP THE TRAIN PROJECT, WITH THE STOP IN YPSILANTI, MOVING FORWARD.



**Pavement** REPAIR & MAINTAIN ROADS SO THEY WILL BE SAFE TO DRIVE ON (AVOIDING POTHOLES) AND WILL NOT DAMAGE VEHICLES TRAVELING ON THEM.



**Non-motorized** CONTINUE TO INCREASE BIKE PATHS IMPROVE SOME EXISTING PATHS (FORD BLVD BRIDGE OVER MCKIGAW AVE, YPSI) CONNECT PATHS THROUGHOUT THE COUNTY.





# 2035 Plan Comment Sheet

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Your Name: THOM PHILLIPS

Phone (optional): 734 426 5355

## Congestion

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## Safety

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## Bridge

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## Transit

THERE ARE NO PROPOSALS HERE THAT WILL SUPPORT  
T.O.D. BETWEEN AA - MENO ANI. & DETROIT  
W/ RRT OR FAST LTR THAT WOULD DRIVE  
Pavement THE KIND OF CHANGE MICHIGAN NEEDS.



SIC GOLDEN SPIKE



## Non-motorized

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Your Name: Sam Offer

Phone (optional): \_\_\_\_\_

**Congestion** *Only really a problem at rush hours in most places. However Washenaw Ave is a problem at other times.*



**Safety** *Lighting is a major problem in many areas. Limited street lighting causes difficulties for drivers, cyclists, pedestrians in urban areas.*



**Bridge**  
\_\_\_\_\_  
\_\_\_\_\_



**Transit** *Ever since the U of M has been paying for transit for faculty, staff & students ridership has boomed. Perhaps an expansion in major routes like Huron, Washenaw & Plymouth would help*



**Pavement**  
*There are areas in the county where roads are in terrible shape. Still. Considerably a warranty from contractors.*



**Non-motorized**  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_





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Your Name: Debi Mozurkewich Northfield Twp Supervisor

Phone (optional): 734 449 2880 ext. 12

**Congestion** US -23 & N. Trumbull



**Safety** US 23 & N. Trumbull



**Bridge** US 23 & N. Trumbull



**Transit**



**Pavement** complete 7 mile Rd. currently deal  
end (there is a gap in it)



**Non-motorized** walk path / Biked path around  
whitcomb Lake







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Your Name: RICHARD KENT

Phone (optional): (734) 971 6337 x319

## Congestion

keeps getting worse  
behavioral changes needed - staggered work hours?



## Safety

scale little confusing - show I-25 is highest



## Bridge

fix structurally deficient first if they meet  
a certain threshold of usage



## Transit

did you forget Toyota in York Twp?



## Pavement

looks like lots needed



## Non-motorized

paved shoulder on Winkner in Lyndon Twp?  
lots of deficiencies  
build a network with B2B as spine  
need more freeway crossings





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Your Name: Eli Cooper

Phone (optional): 734 - 794-6430 ext 43710

## Congestion

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## Safety

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## Bridge

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## Transit

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## Pavement

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## Non-motorized

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# 2035 Long Range Transportation Plan for Washtenaw County Public Comment Form

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Your Name: CHRIS WALL

Address (optional): 6666 ROBISON LANE SALINE MI 48176

Email (optional) wall8888@yahoo.com

Telephone with Area Code (optional): 734-316-2420 H

Please check if you would like to be added to the WATS Long Range Plan mailing list.

Please check if you would like to be added to the WATS quarterly Newsletter mailing list.

In your opinion, what are the most critical transportation needs in Washtenaw County?

- ① US-12 WIDENING / IMPROVEMENTS
- ② DEFICIENT BRIDGES ON COLLECTOR / ARTERIAL / FREEWAY ROUTES
- ③ NON-MOTORIZED GAPS
- ④ US-23 NORTH OF ANN ARBOR CAPACITY IMPROVEMENTS

To what extent have your transportation concerns been addressed in the proposed 2035 Plan?

THE PLAN DOES A VERY SOLID JOB OF SHOWING AREAS  
OF CONCERN AND IMPROVEMENT PLANNING FOR THE FUTURE.

THE MAIN CONCERN IS FUNDING SUCH IMPROVEMENTS.

How do you feel the Long Range Plan could be improved?

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Additional comments : \_\_\_\_\_

I'm INTERESTED IN LEARNING ABOUT THE PROCESS THAT WE  
HAVE AVAILABLE TO PROMOTE SUCH IMPROVEMENTS. TO SHOW SUPPORT  
FOR THESE PROJECTS IN SEMCOG AND THE STATE.

If you would like to request a presentation of the 2035 Long Range Transportation Plan for your agency, organization, religious organization, school, or neighborhood group please provide the following information:

Group Name: \_\_\_\_\_

Contact Person: \_\_\_\_\_

Telephone with Area Code: \_\_\_\_\_

Email: \_\_\_\_\_

Please attach additional sheets with comments or suggestions to this form.

**Fold and Mail Comment Form to:** WATS, or fax to: (734) 994-3129.

Comments may also be provided at : [www.wats2035lrp.blogspot.com](http://www.wats2035lrp.blogspot.com)



Washtenaw Area Transportation Study  
705 N. Zeeb Road  
Ann Arbor, MI 48103-1560

## 2035 Long Range Transportation Plan for Washtenaw County

Public Comment Form

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Your Name: Suellen S. Hummell

Address (optional): 330 Chidester St., Apt. 705, Ypsilanti, MI 48197

Email (optional) \_\_\_\_\_

Telephone (optional): \_\_\_\_\_

Please check if you would like to be added to the

WATS Long Range Plan mailing list.

Please check if you would like to be added to the

WATS quarterly Newsletter mailing list.

In your opinion, what are the most critical transportation needs in Washtenaw County?

Resurface & Reconstruction of roads. Developing & expanding non-motorized system.

To what extent have your transportation concerns been addressed in the proposed 2035 Plan?

Mostly

How do you feel the Long Range Plan could be improved?

More money



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Your Name: Julie Staples Watson

Address (optional): \_\_\_\_\_

Email (optional) \_\_\_\_\_

Telephone (optional): \_\_\_\_\_

Please check if you would like to be added to the

WATS Long Range Plan mailing list.

Please check if you would like to be added to the

WATS quarterly Newsletter mailing list.

In your opinion, what are the most critical transportation needs in Washtenaw County?

Public transit - bus & train

To what extent have your transportation concerns been addressed in the proposed 2035 Plan?

It looks like they have plans to improve both

How do you feel the Long Range Plan could be improved?

Give them funding!



Washtenaw Area Transportation Study  
705 N. Zeeb Road  
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In your opinion, what are the most critical transportation needs in Washtenaw County?

Public transit - bus & train

To what extent have your transportation concerns been addressed in the proposed 2035 Plan?

It looks like they have plans to improve both

How do you feel the Long Range Plan could be improved?

Give them funding!



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Your Name: Clark Charnetski

Address (optional): 2646 Traver Rd, Ann Arbor MI 48105

Email (optional) clmcharnet@aol.com

Telephone with Area Code (optional): 734-761-3814

Please check if you would like to be added to the WATS Long Range Plan mailing list.

Please check if you would like to be added to the WATS quarterly Newsletter mailing list.

In your opinion, what are the most critical transportation needs in Washtenaw County?

Improved public transit + non-motorized

County-wide transit.

Link RATA to SMART along Mich. Ave.

To what extent have your transportation concerns been addressed in the proposed 2035 Plan?

To a large extent

How do you feel the Long Range Plan could be improved?

Cannot say until reviewed in more detail.

Pave Sutton Rd. north of N. Territorial to provide an  
alternative paved route between N.E. Ann Arbor and Whitnove Lake.

Additional comments : \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

If you would like to request a presentation of the 2035 Long Range Transportation Plan for your agency, organization, religious organization, school, or neighborhood group please provide the following information:

Group Name: \_\_\_\_\_

Contact Person: \_\_\_\_\_

Telephone with Area Code: \_\_\_\_\_

Email: \_\_\_\_\_

Please attach additional sheets with comments or suggestions to this form.

**Fold and Mail Comment Form to:** WATS, **or fax to:** (734) 994-3129.

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Washtenaw Area Transportation Study  
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Ann Arbor, MI 48103-1560

How do you feel the Long Range Plan could be improved?

Cannot say until reviewed in more detail.

Pave Sutton Rd. north of N. Territorial to provide an  
alternative paved route between N.E. Ann Arbor and Whitnove Lake.

Additional comments : \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

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Your Name: RICHARD MURPHY

Address (optional): ONE S. HURON

Email (optional): rmurphy@cityofyspsilanti.com

Telephone with Area Code (optional): \_\_\_\_\_

Please check if you would like to be added to the WATS Long Range Plan mailing list.

Please check if you would like to be added to the WATS quarterly Newsletter mailing list.

In your opinion, what are the most critical transportation needs in Washtenaw County?

- regional transit - suburb/commercial bus/rail
- bike/walk facilities - specifically Huron/Whittaker  
I-94 interchange
- Washtenaw Avenue - US23 to Cross St + bus paravent,  
safety, congestion, no-mo deficiencies - why not in  
plan? -> important corridor!

To what extent have your transportation concerns been addressed in the proposed 2035 Plan?

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How do you feel the Long Range Plan could be improved?

*- consider policy changes, such as land use, gas  
tax, etc, that would help improve transpo.  
situation over time (e.g. prevent congestion)*

Additional comments : \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

If you would like to request a presentation of the 2035 Long Range Transportation Plan for your agency, organization, religious organization, school, or neighborhood group please provide the following information:

Group Name: \_\_\_\_\_

Contact Person: \_\_\_\_\_

Telephone with Area Code: \_\_\_\_\_

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Your Name: Carolyn Grawi

Address (optional): AACIL 3941 Research Park Dr  
Az, mi 48108

Email (optional) cgrawi@aacil.org

Telephone (optional): 734-971-0277 ext 16

Please check if you would like to be added to the

WATS Long Range Plan mailing list.

Please check if you would like to be added to the

WATS quarterly Newsletter mailing list.

In your opinion, what are the most critical transportation needs in Washtenaw County?

Seamless service Throughout the County

To what extent have your transportation concerns been addressed in the proposed 2035 Plan?

? will it be implemented!!!!!!

How do you feel the Long Range Plan could be improved?

We need funding for all the options  
We need to start even w/ the  
volunteer services ASAP

(Similar to what happens in  
more rural communities)



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Your Name: Julie Frost

Address (optional): 909 Maplewood Ave Ypsilanti MI 48198-5829

Email (optional) none, sorry.

Telephone (optional): (734) 481-1472

Please check if you would like to be added to the

WATS Long Range Plan mailing list.

Please check if you would like to be added to the

WATS quarterly Newsletter mailing list.

In your opinion, what are the most critical transportation needs in Washtenaw County?

Bus Stop coming back to our home too far away  
requires alot of carrying of shopping bags to get home.  
Snow piles and no shelters or at least benches at bus stops.

To what extent have your transportation concerns been addressed in the proposed 2035 Plan?

Not.

How do you feel the Long Range Plan could be improved?

consider the people ~~with~~ who are using the bus  
who have hidden disabilities (an ankle that doesn't bend  
for example -- so one can't climb snow piles.)  
or stand or walk for long periods.



Washtenaw Area Transportation Study  
705 N. Zeeb Road  
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Your Name: Victor Frost

Address (optional): \_\_\_\_\_

Email (optional) \_\_\_\_\_

Telephone (optional): 481-1472

Please check if you would like to be added to the

WATS Long Range Plan mailing list.

Please check if you would like to be added to the

WATS quarterly Newsletter mailing list.

In your opinion, what are the most critical transportation needs in Washtenaw County?

~~Better hours, more trip, too m.~~ Transit Bus Service  
in Ypsilanti;

To what extent have your transportation concerns been addressed in the proposed 2035 Plan?

Sounds good if gov comes through

How do you feel the Long Range Plan could be improved?

No comment



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**2035 Long Range Transportation Plan  
for Washtenaw County  
Public Comment Form**

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Your Name: KARL RACENIS

Address (optional): PO BOX 383, MANCHESTER 48158

Email (optional): Karl@manchestermill.com

Telephone with Area Code (optional): 734-657-3690

Please check if you would like to be added to the WATS Long Range Plan mailing list.

Please check if you would like to be added to the WATS quarterly Newsletter mailing list.

In your opinion, what are the most critical transportation needs in Washtenaw County?

\* EFFECTIVE SIDEWALK & BIKE PATH NETWORK  
IN VILLAGE OF MANCHESTER

\* REASONABLE (INTERCONNECTED & COST EFFECTIVE)  
RAIL TRANSIT ACROSS COUNTY N-S & E-W

To what extent have your transportation concerns been addressed in the proposed 2035 Plan?

\* SOMEWHAT FOR RAIL SYSTEM.

\* LITTLE FOR MANCHESTER SIDEWALKS

\* BETTER RECOGNITION OF CLIMATE LIMITATIONS  
ON NON-MOTORISED TRANSPORTATION &

CORRESPONDING INVESTMENT OF PUBLIC MONEY.

## 2035 Long Range Transportation Plan for Washtenaw County

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Please Attach to comment form questionnaire.

Additional comments : Greater attention and emphasis must be provided for public transportation services; especially bus transportation services. A comprehensive, fully achievable county-wide and region wide <sup>Plan</sup> must be developed. A comprehensive public transportation ~~fund~~ funding plan must be developed.

Thomas Fairidge  
ph. 734-929-0769

# 2035 Long Range Transportation Plan for Washtenaw County

## Public Comment Form

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Please Attach to comment form questionnaire.

Additional comments : My bus only runs once an hour  
in Ypsilanti, therefore it takes me 2 or more hours to  
reach my destinations in Ann Arbor.

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Terri Blackmore

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From: Larry Krieg [wakeupwashtenaw@gmail.com]  
Sent: Wednesday, September 16, 2009 7:53 AM  
To: Terri Blackmore  
Subject: Living 25 years in the future



Wake Up Washtenaw!

Good morning Terri -

Because I'm teaching a couple of classes at WCC this term, I won't be able to make it to the WATS Policy meeting today. But my thoughts are very much with you, and I regret not being present to congratulate WATS on the great increase in capital funding planned for transit, as compared with the 2030 plan: from 5% to 33%.

The policies that led to sprawling suburban development over the last half-century cannot be easily reversed, and we continue to have to pay for the excesses of my generation - the "boomers" - as evidenced by the cost of resurfacing our vast network of roads in the county - 44%. It would be overly optimistic to think we can change the pattern of development overnight, or even over 25 years.

But it takes courage to tell people we have to change, and that courage is evident in the new distribution of project funding. Only through the courageous actions of a few responsible and foresighted people can society save itself from the mistakes of the past and the complacency of the present. Let nobody say that a 180-page "bureaucratic" report cannot show courage, foresight, and strength of character: the 2035 *Long Range Transportation Plan for Washtenaw County* proves it can be done.

*Best wishes - Larry Krieg  
for Wake Up Washtenaw*

PS - I would be very pleased if you (or some other appropriate person) could read this letter during the Public Comment portion of the meeting.



## **Appendix D: 2035 Plan Presentation**




Figure 5: 2035 Plan Presentation

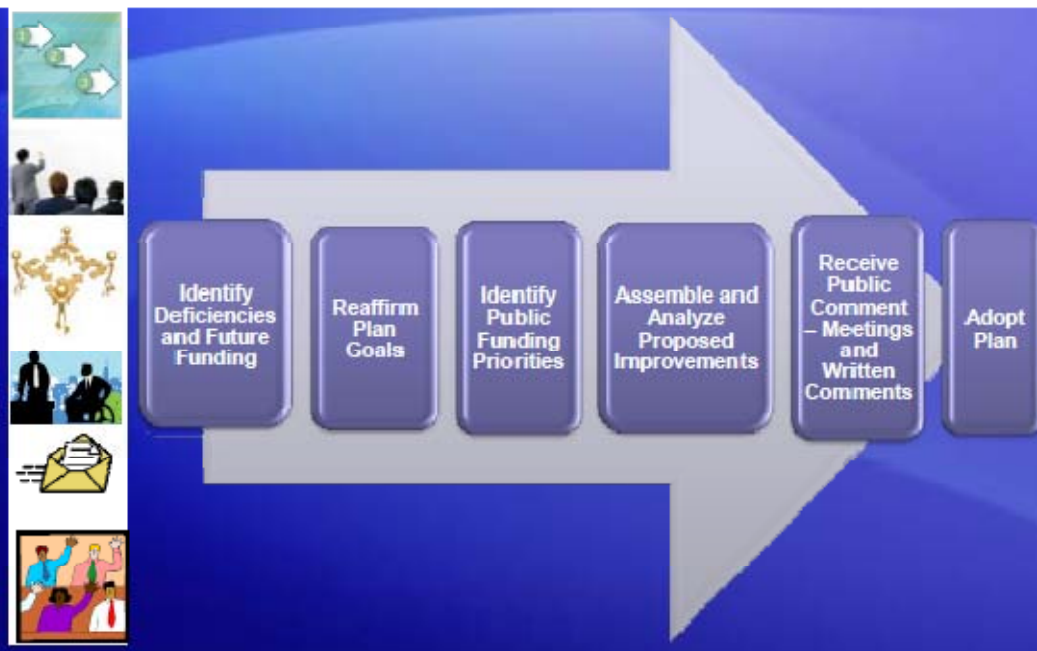


## 2035 Plan contents

- Introduction: Summary of Process
- Deficiencies: 6 Deficiencies in Table and Graphic
- Proposed Improvements: In Table and Graphic
- Analysis: Environmental Justice and Environmental Mitigation
- Previous Plan Accomplishments: Graphic
- Unfunded Improvements

 2035 Plan for Washtenaw County

## 2035 Plan Process



2035 Plan for Washtenaw County

## 2035 Plan Goals

- Promote a safe and secure transportation system.
- Provide access and mobility for all people and goods.
- Invest strategically in transportation infrastructure to enhance the vitality of the community.
- Protect and enhance the environment.



2035 Plan for Washtenaw County

## 2035 Plan Deficiencies

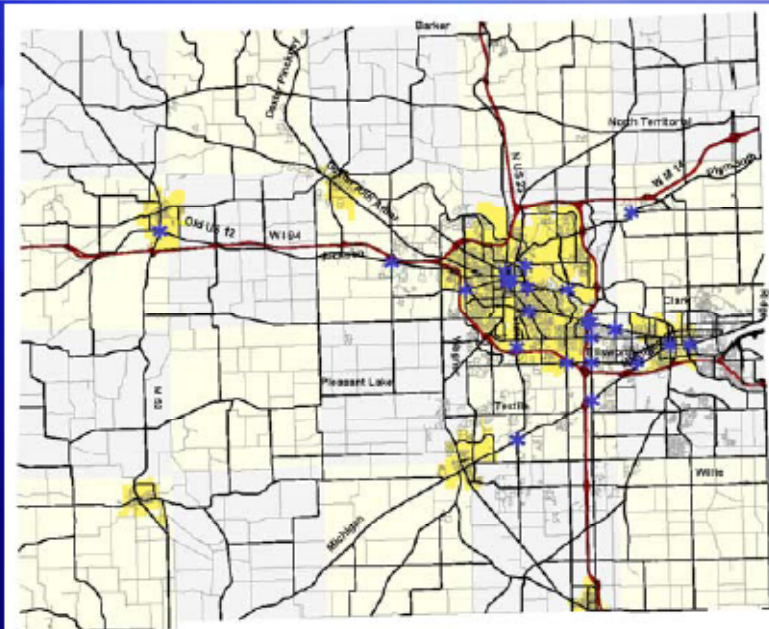
Deficiencies are inter-related just like the Transportation System

The Non-motorized system is integral to the other systems operating effectively



2035 Plan for Washtenaw County

## 2035 Safety



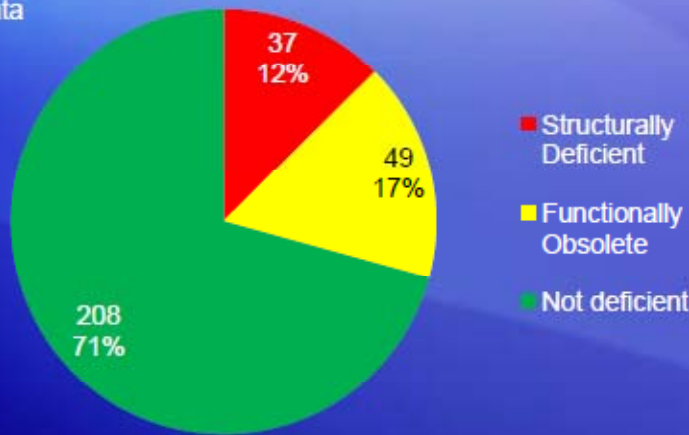
The top 25 intersections are shown using the combined ranking



2035 Plan for Washtenaw County

## 2035 Bridge Deficiencies

2007 Data



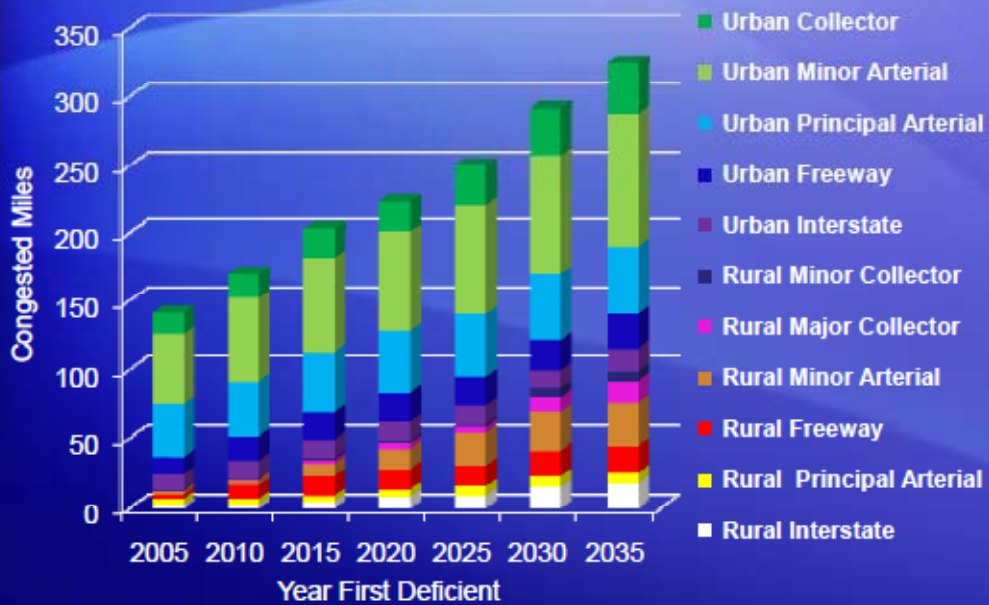
Structurally Deficient =  
Bridge needing extensive  
repair or replacement

Functionally Obsolete = Bridge  
needing widening or non-  
motorized improvements



2035 Plan for Washtenaw County

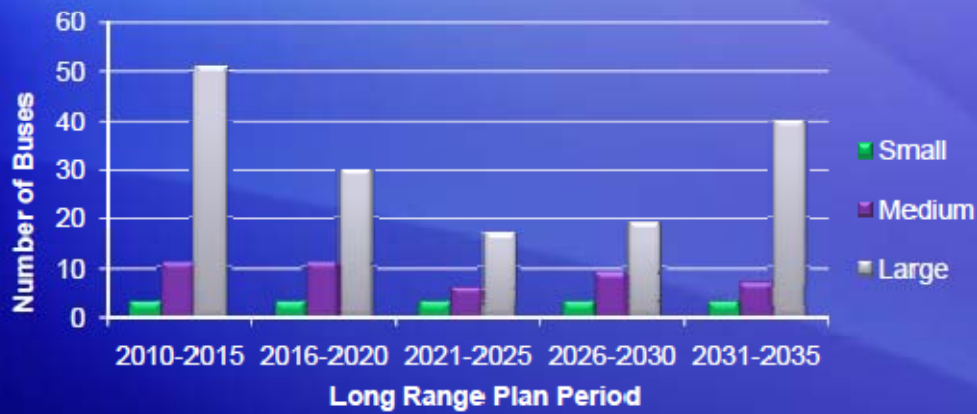
## 2035 Congestion Deficiencies



2035 Plan for Washtenaw County

# 2035 Transit Deficiencies

## Bus Replacement Schedule

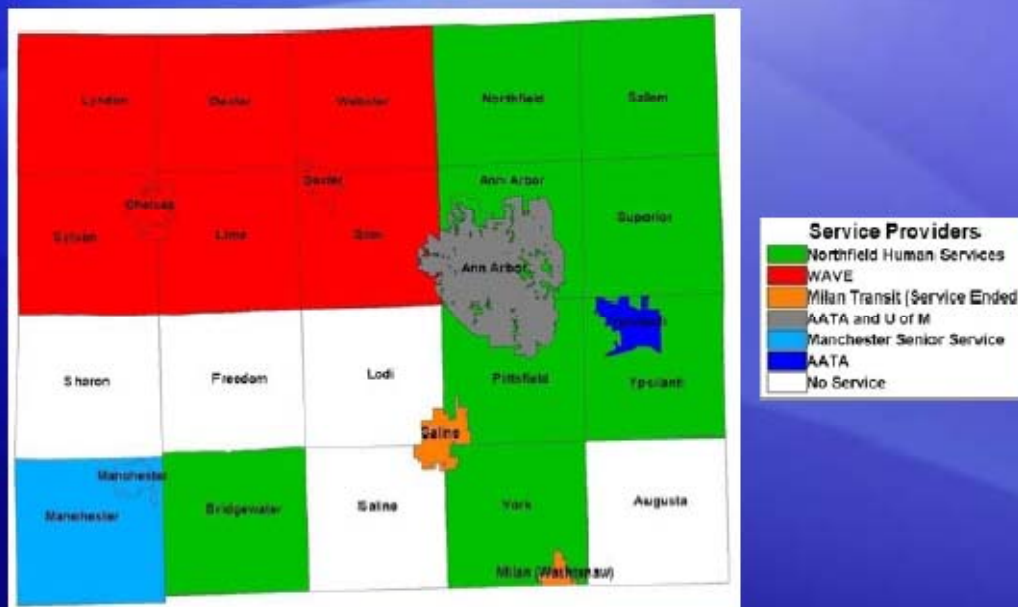


This Chart does not include new vehicles that must be purchased if county wide service is implemented.



2035 Plan for Washtenaw County

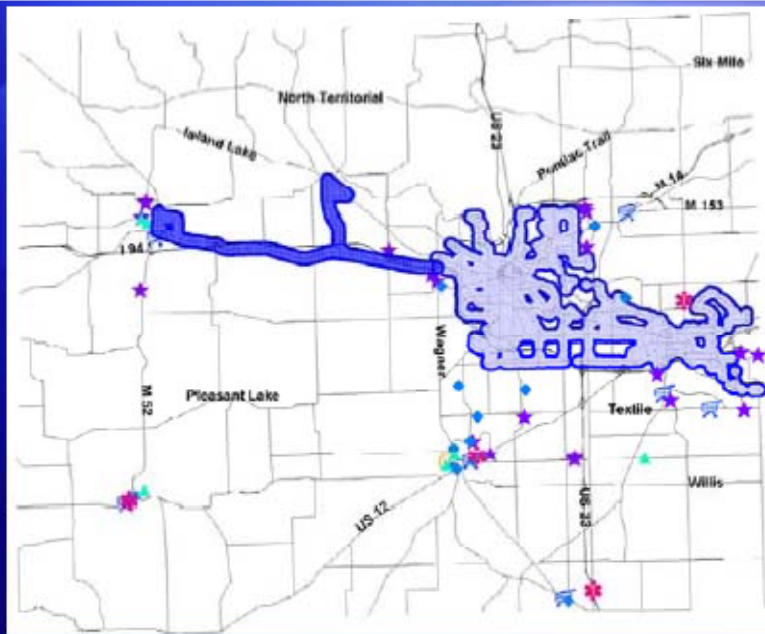
# 2035 Plan – Areas with no Transit Service



2035 Plan for Washtenaw County



## 2035 Lifeline Destinations not Served by Transit

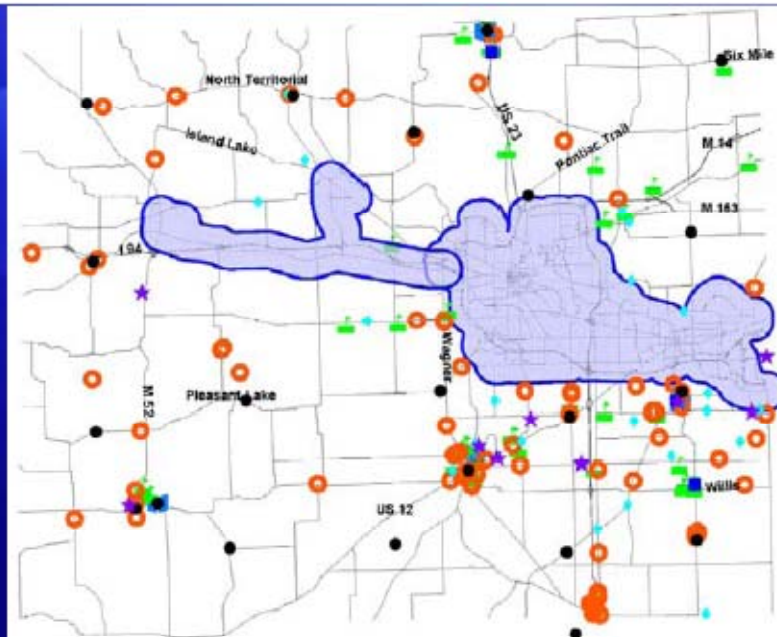


- Destinations**
- Fixed Route Service
  - Employment
  - Grocery Stores
  - Hospitals
  - Medical Providers
  - Pharmacy
  - Retirement Centers



2035 Plan for Washtenaw County

## 2035 Other Destinations not Served by Transit



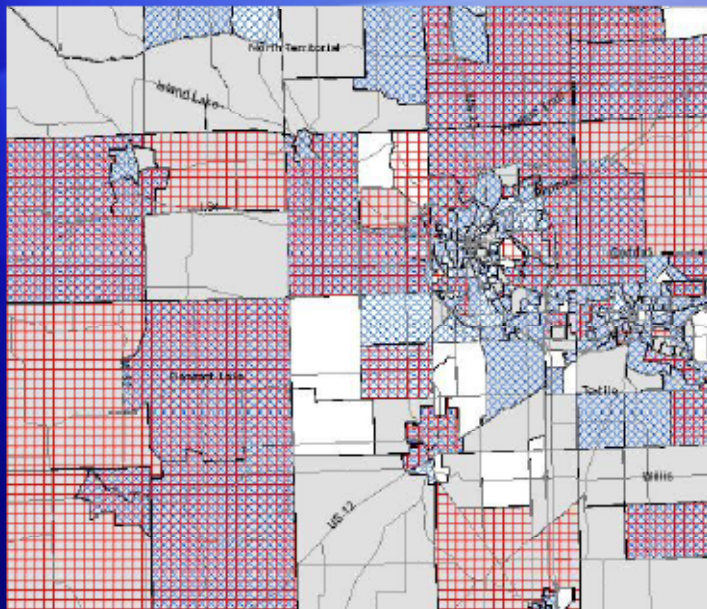
- Destinations**
- Fixed Route Service
  - Post Office
  - Libraries
  - K-12 Schools
  - College-University
  - Religious Facilities
  - Daycare Facilities
  - Movie Theaters
  - Human Services
  - Government
  - Major Employers



2035 Plan for Washtenaw County



## 2035 Households with Transit Needs



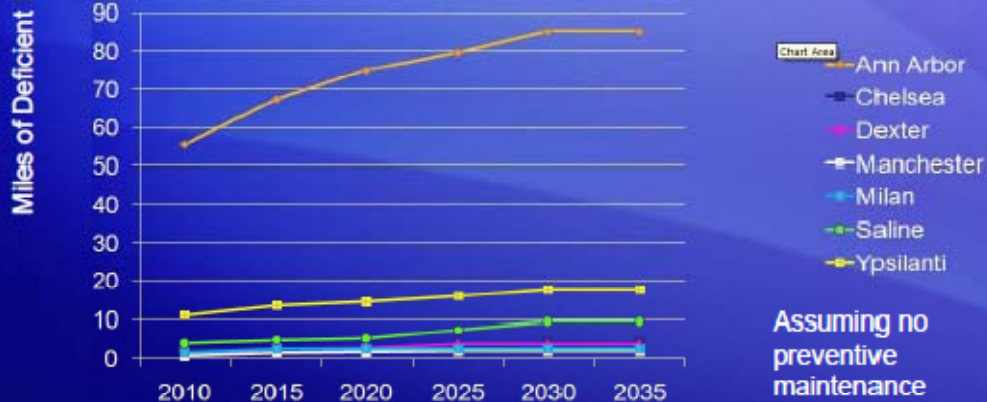
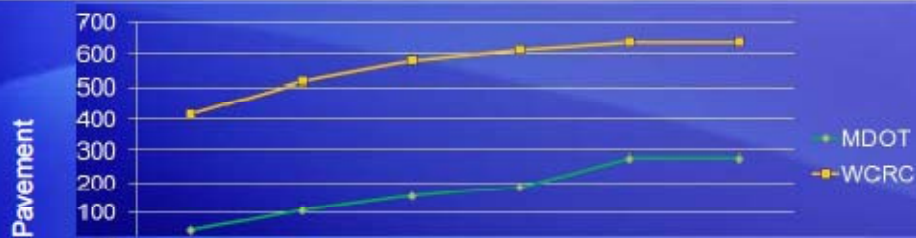
**Household 100 or More**

- 0 or 1 vehicle
- Head of Household 65+
- Disabled Population



2035 Plan for Washtenaw County

## 2035 Pavement Deficiencies



Assuming no preventive maintenance



2035 Plan for Washtenaw County

## 2035 Non-motorized Deficiencies

### *Bike Deficiencies*



- Paved shoulders of less than 4 feet in width that are outside of the urban boundary whose National Functional Classification (NFC) is collector or above.
- A bike facility that stops abruptly
- An off-road facility that is not paved
- Lack of a paved facility to a major destination such as a park, middle or high school, restaurant, park & ride, or shopping center along a non NFC road.
- Lack of bike facility ramps



2035 Plan for Washtenaw County

## 2035 Non-motorized Deficiencies

### *Pedestrian Deficiencies*



- Sidewalks that do not have ramps at intersections and mid-block crossings
- Areas where sidewalks are only located on one side of the street
- A pedestrian facility the stops abruptly
- Lack of sidewalks leadings to destinations



2035 Plan for Washtenaw County

## 2035 Non-motorized Deficiencies

### Connectivity/Accessibility Issues

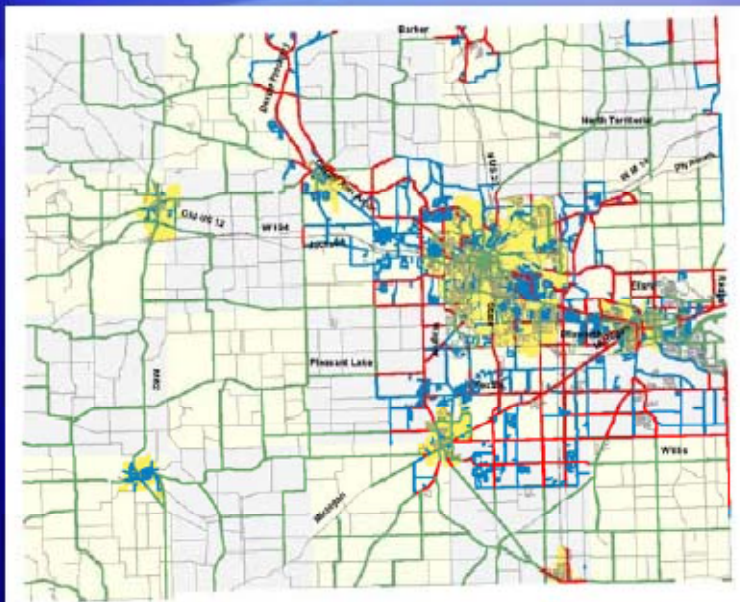


- Bridges that don't have non-motorized facilities
- Locations where facilities terminate at jurisdictional and county boundaries
- No marked crossings near destination
- Linkage to Transit - no facility on transit routes, pedestrian and bike facilities easy to use at transit stops
- Lack of bicycle parking



2035 Plan for Washtenaw County

## 2025 Non-motorized Deficiencies

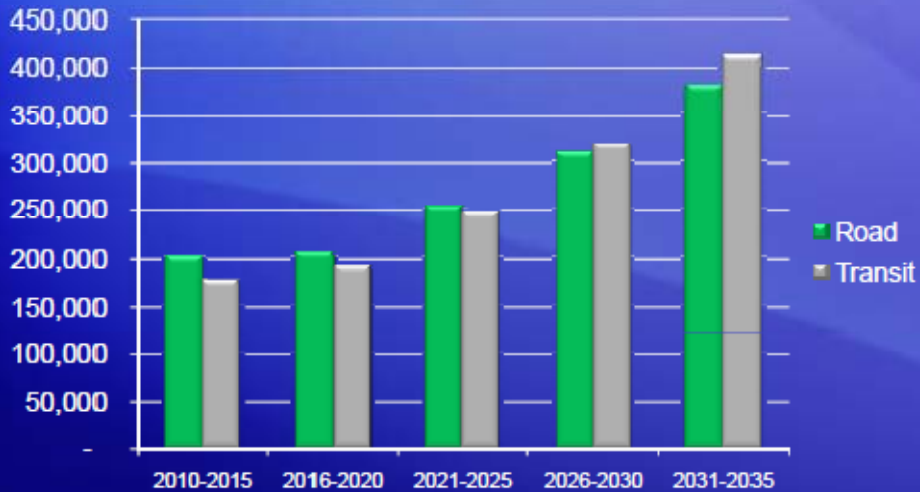


2035 Plan for Washtenaw County



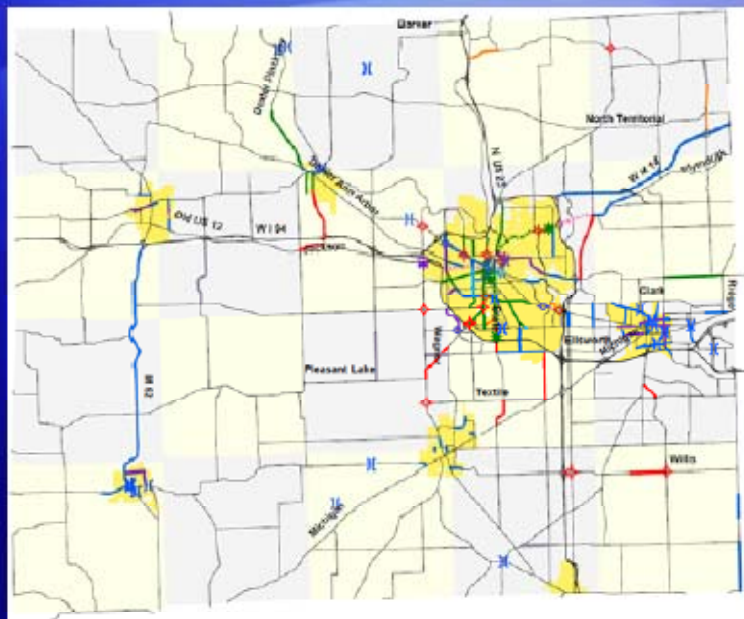
# 2035 Plan Funding

Available Funding by Time Period (000's)



2035 Plan for Washtenaw County

# 2035 Draft Plan Improvements

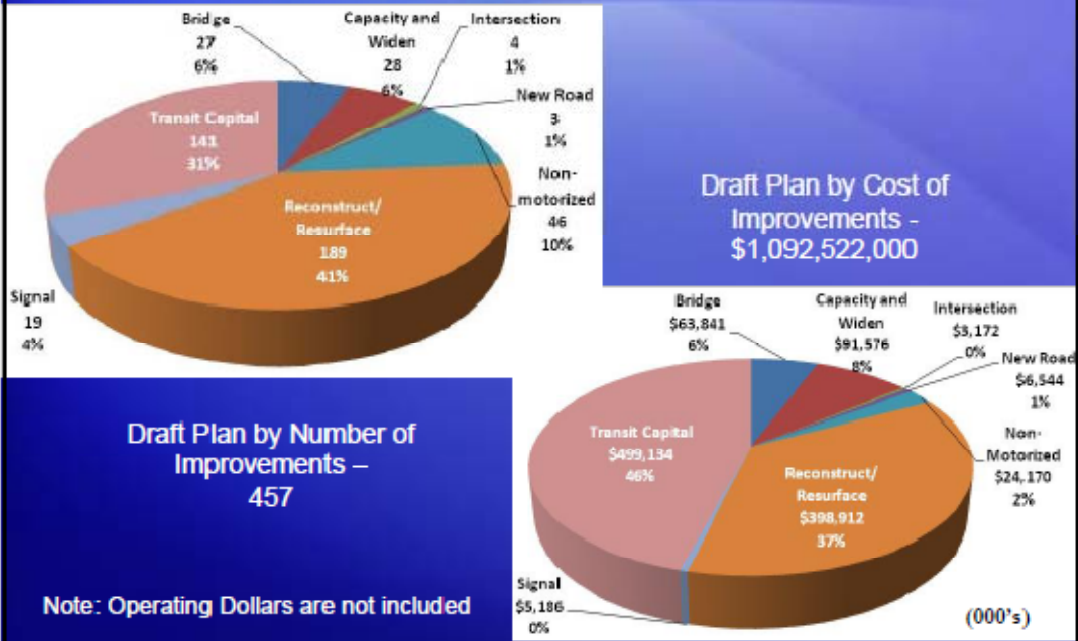


- 2035 Segment Projects**
- Add Non-motorized Amenities
  - Improve Traffic Operations
  - New Road
  - Preventive Maintenance
  - Rehabilitate or Reconstruct
  - Transit Enhancements
  - Widen or Change in Capacity
  - Pave Gravel Road
- 2035 Point Projects**
- ◆ Intersection Improvement
  - ◆ Facility Terminal
  - || Bridge Replacement or Repair
  - Signal
  - Traffic Operations
  - ◆ Transit Enhancement
- Dashed lines indicate transit corridor enhancements*



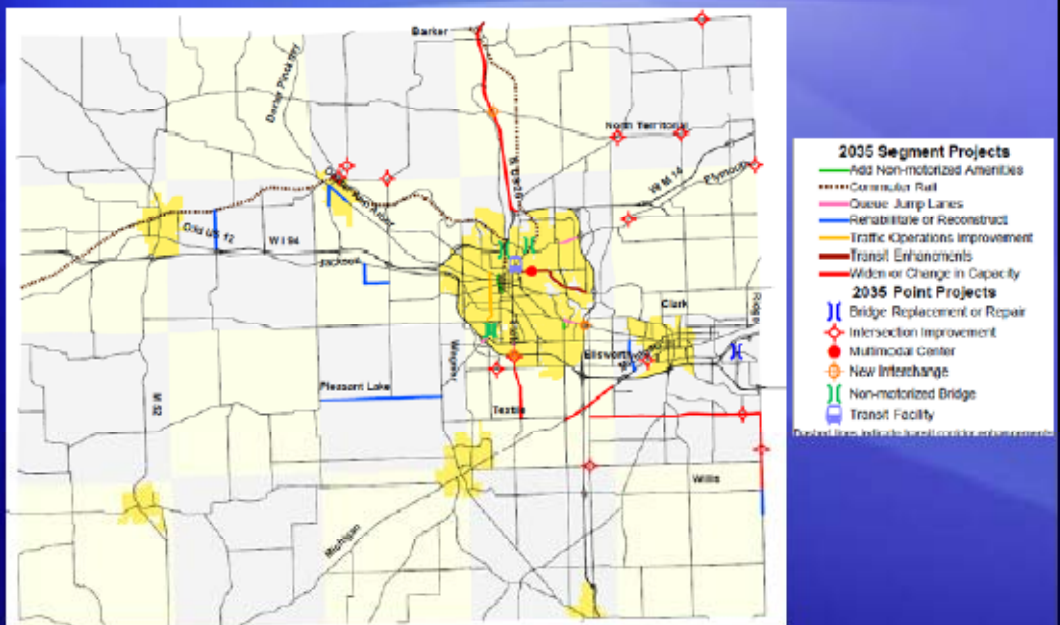
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# 2035 Draft Improvements Analysis



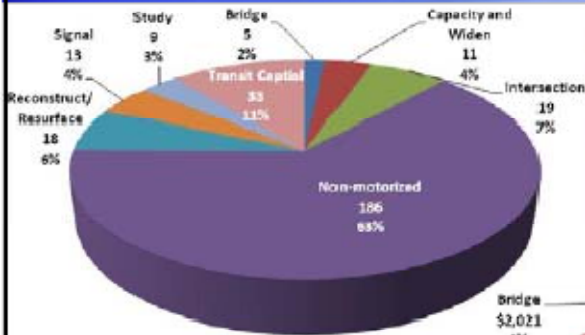
2035 Plan for Washtenaw County

# 2035 Draft Plan Unfunded Improvements



2035 Plan for Washtenaw County

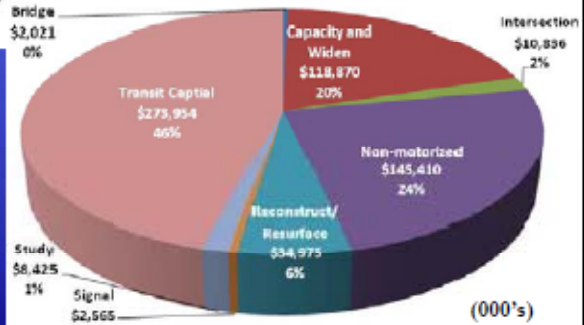
# 2035 Unfunded Improvements Analysis



Unfunded by Cost of Improvements - \$597,056,000

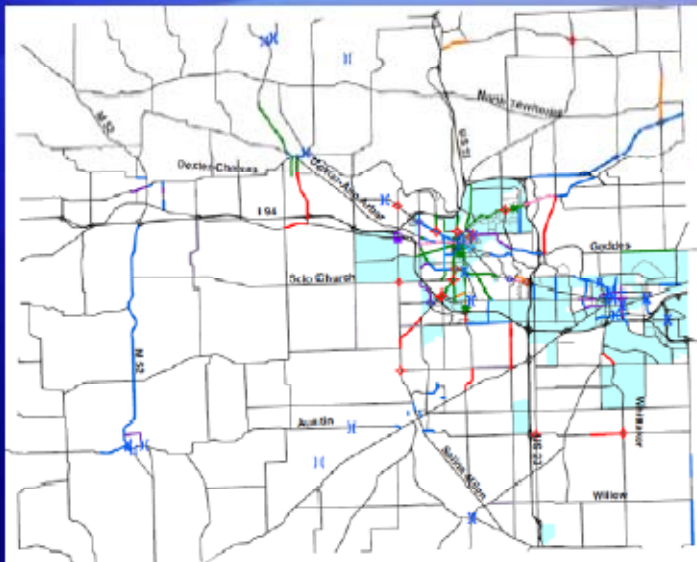
Unfunded by Number of Improvements - 294

Note: Operating Dollars are not included



2035 Plan for Washtenaw County

# 2035 Environmental Justice Analysis



Concentrations of Populations :

Minority above 21.6%  
Low Income above 11.9%

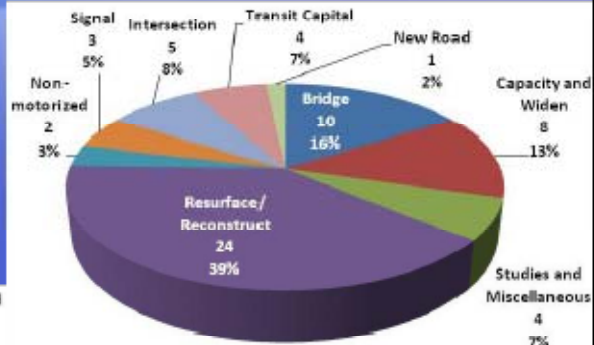
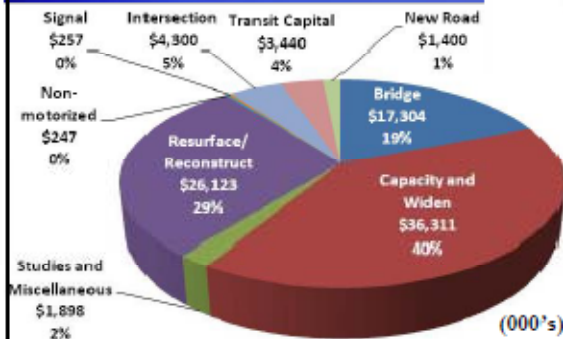
- 2035 Segment Projects**
  - Add Non-motorized Amenities
  - Improve Traffic Operations
  - New Road
  - Preventive Maintenance
  - Rehabilitate or Reconstruct
  - Transit Enhancements
  - Widen or Change in Capacity
  - Pave Gravel Road
- 2035 Point Projects**
  - Intersection Improvement
  - Facility Terminal
  - Bridge Replacement or Repair
  - Signal
  - Traffic Operations
  - Transit Enhancement
- Environmental Justice Area**
  - Protected Populations



2035 Plan for Washtenaw County

## 2030 Plan Completed Improvements

Previous Plan Completed Improvements by Cost  
- \$91,280,000



Previous Plan Completed Improvements by Number  
- 61

Note: Operating Dollars are not included



2035 Plan for Washtenaw County

## Next Steps

- WATS Public meetings and public input
- WATS provides copies of public input to the Transportation Agencies
- WATS and Transportation Agencies consider comments and ability to incorporate as part of plan
- Plan Approval



2035 Plan for Washtenaw County



## Plan Approval Sequence

### WATS Approvals

- WATS Technical Committee – 8/2009
- WATS Policy Committee – 8/2009

### SEMCOG Approvals

- SEMCOG TAC – 9/2009
- SEMCOG General Assembly 10/2009

### Federal and State

- MDOT approval – late 2009/early 2010
- FHWA approval – late 2009/early 2010



2035 Plan for Washtenaw County

## Questions



2035 Plan for Washtenaw County



## Technical Advisory Subcommittee

Chair:	Dave Miller, University of Michigan
1 <sup>st</sup> Vice-chair:	Eli Cooper, City of Ann Arbor Systems Planning
2 <sup>nd</sup> Vice-chair:	Brett Lenart, Washtenaw County Office of Strategic Planning
Chris White	Ann Arbor Transportation Authority
Homayoon Pirooz	City of Ann Arbor Engineering
Chris Linfield	City of Chelsea
Rhett Gronevelt	Village of Dexter
Patrick Sloan	Dexter Township
Dieter Otto	Eastern Michigan University
Ola Williams	Michigan Department of Transportation (Planning)
Kari Martin	Michigan Department of Transportation (Region)
Paul Montagno	Pittsfield Charter Township
Gary Roubal	City of Saline
Roy Townsend	Washtenaw County Road Commission
Stan Kirton	City of Ypsilanti
Joe Lawson	Ypsilanti Charter Township

### Ex officio Members:

Chris Dingman	Federal Highway Administration
Jeff Tumidanski	Southeast Michigan Council of Governments

