

## NOTICE OF MEETING

### TECHNICAL COMMITTEE

DATE: June 7, 2023

TIME: 9:30 am

PLACE: 200 N. Main, Ann Arbor - Lower Level Conference Room

PUBLIC PARTICIPATION LINK: <https://us06web.zoom.us/j/85363141740?pwd=SHhBbUZNZ21kb2dBcTk1eVZjR2ZCZz09>

### AGENDA:

1. Call to Order/Introductions
2. Approval of the Agenda
3. Approval of Minutes – April 5, 2023, Meeting Minutes (attached) – Action
4. Public Participation
5. Communications and Announcements
6. Old Business
7. New Business
  - A. 2023-2026 Transportation Improvement Program (TIP) Amendments - Action
  - B. 2023-2026 Transportation Improvement Program (TIP) Modifications - Information
  - C. 2050 Long Range Transportation Plan - Goals - Action
  - D. 2050 Long Range Transportation Plan - Performance Measures - Action
  - E. Technical Committee Annual Meeting - Action
    - a. Meeting Time and Day

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#### POLICY COMMITTEE MEMBERS

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Dexter Township • Eastern Michigan University • Michigan Department of Transportation • City of Milan • Northfield Township •  
Pittsfield Township • City of Saline • Scio Township • Southwest Washtenaw Council of Governments • Superior Township • The Ride  
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An Intermunicipality Committee organized under Act 200 of Public Acts of Michigan (1957)  
representing Washtenaw County

8. Agency Reports

Ann Arbor DDA  
City of Ypsilanti  
Ypsilanti Township  
City of Ann Arbor  
City of Saline  
Dexter Township  
WCRC  
Non-motorized

Pittsfield Township  
The Ride  
MDOT Planning  
MDOT Region/TSC  
City of Dexter  
U of M  
Environmental  
People with Disabilities

City of Milan  
Washtenaw County  
City of Chelsea  
SEMCOG  
EMU  
FHWA  
Equity  
Senior

9. Adjournment

The Washtenaw Area Transportation Study (WATS) financed the preparation of this document 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. The views and opinions expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.



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## MEETING MINUTES

### TECHNICAL COMMITTEE

DATE: April 5, 2023

TIME: 9:30 AM

LOCATION: 200 N. Main, Ann Arbor - Lower Level Conference Room (Virtual Option Provided)

Members Present: Washtenaw County - Nathan Voght (*Chair*)  
City of Ypsilanti - Bonnie Wessle (*Vice Chair*)  
City of Ann Arbor - Suzann Flowers (for Raymond Hess)  
City of Saline - Tesha Humphriss  
MDOT, University Region - Andrea Strach  
Pittsfield Township - Matt Best  
Representative: Environmental - Evan Pratt  
Representative: People With Disabilities - John Waterman  
Washtenaw County Road Commission - Matt MacDonell  
Ypsilanti Township - Brenda Stumbo (for Jason Iacoangeli)

Members Absent: Ann Arbor DDA - Amber Miller  
City of Chelsea - Vacant  
City of Dexter - Justin Breyer  
City of Milan - Vacant  
Dexter Township - Vacant  
Eastern Michigan University - Dieter Otto  
Representative: Equity - Vacant  
Representative: Freight - Vacant  
Representative: Non-Motorized - Sarah Walsh  
Representative: Seniors - Vacant  
Scio Township: Vacant  
Southwest Washtenaw Council of Governments - Michael Sessions  
TheRide - Dina Reed  
University of Michigan - Steve Dolen

Others Present: MDOT, Statewide Planning Section - Meredith Fryer (Virtual)

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MDOT, University Region - Mike Davis  
TheRide - Ken Anderson  
Washtenaw County Road Commission - Brent Schlack  
Member of the Public - Jim Mogensen (Virtual)  
WATS - Ryan Buck, Nick Sapkiewicz, Anton Schauerte

**1. CALL TO ORDER / INTRODUCTIONS**

Chair Voght called the meeting to order at 9:34 AM and led the group in introductions.

**2. APPROVAL OF THE AGENDA**

A motion was made by Ms. Wessler, supported by Ms. Flowers, to approve the meeting agenda. The motion carried unanimously.

**3. APPROVAL OF THE MINUTES**

A motion was made by Mr. Pratt, supported by Ms. Wessler, to approve the February 1, 2023 meeting minutes. The motion carried unanimously.

**4. PUBLIC PARTICIPATION**

Jim Mogensen requested WATS staff research how 5311 funds are allocated.

**5. COMMUNICATIONS AND ANNOUNCEMENTS**

Mr. Sapkiewicz provided the following updates:

- The 3rd Call for Amendments for FY 2023 projects will be sent out soon.
- The 2023 Michigan Transportation Planning Association Annual Conference will be on July 25th-28th. The draft agenda has been completed and registration (full conference and single day) is now open. Links to view the draft agenda and to register are provided on the MTPA's website: [www.mtpa-mi.org](http://www.mtpa-mi.org).
- Most of the urban transportation program has been obligated.
- If agencies would like assistance with local asset management data collection, please contact WATS staff.

**6. OLD BUSINESS**

There was no old business.

**7. NEW BUSINESS**

**A. 2023-2026 Transportation Improvement Program (TIP) Amendments**

Mr. Sapkiewicz provided context to the Equity and Environmental Justice analysis presented in

the packet and outlined the proposed project amendments in the FY 2023 2nd Call for Amendments.

Ms. Stumbo asked for clarification regarding the current Equity and Environmental Justice goals and the reasons some projects would be identified as “unmappable”.

Mr. Sapkiewicz stated that the Equity and Environmental Justice data are currently provided for information purposes. Mr. Buck and Ms. Strach outlined the reasons why a project may be deemed “unmappable” (e.g. a project isn’t tied to one particular location, such as funds for operating buses. Bus routes often span different cities, townships, and environmental justice areas).

There was a discussion about specific projects outlined in the list of amendments.

*A motion was made by Mr. Pratt, supported by Mr. Waterman, to recommend the Policy Committee approve the 2nd Call TIP Amendments, as presented. The motion carried unanimously.*

**B. 2023-2026 Transportation Improvement Program (TIP) Administrative Modifications**

Mr. Sapkiewicz reported that the change to the funding amount for all projects listed will be less than 25%.

**C. 2050 Long Range Transportation Plan**

Mr. Sapkiewicz indicated that WATS staff has been holding both in-person and virtual meetings to garner feedback from the public to develop goals and expectations for the transportation system for the 2050 LRTP. Additionally, WATS staff published a survey, both in print and online, to gain additional insight on the community’s goals and expectations. Notices of the meetings and the online survey have been published on WATS social media accounts and on the WATS website.

**D. Pavement and Bridge Condition, and System Performance/Freight/CMAQ Targets**

Mr. Schauerte stated that the performance measures for pavement condition, bridge condition, system reliability, freight, and CMAQ are required to be updated every four years and that the current targets were set in early CY 2019. Mr. Schauerte also mentioned that all baseline conditions and target data included in Table 1 and Table 3 are for the entire state, with the exception of the CMAQ performance measures, which are based on the Urbanized Area. An overview of the 2-year targets, 4-year targets, and methodology for each performance measure was provided.

*A motion was made by Ms. Stumbo, supported by Ms. Wessler, to recommend the Policy Committee acknowledge receipt of the pavement condition targets, as presented, but request either the Policy Committee or the WATS Director express concern about the pavement condition targets conflicting with the local agencies’ existing asset management goals. The*

*motion carried, with Ms. Strach opposed.*

*A motion was made by Ms. Strach, supported by Ms. Flowers, to accept and support the targets for bridge condition, system reliability, freight reliability, and CMAQ, as presented. The motion carried unanimously.*

Chair Voght left the meeting. Vice Chair Wessler accepted the chairmanship for the remainder of the meeting.

**E. WATS Surface Transportation Block Grant - Urban Funding: TheRide Bus Stop Improvement Project**

Mr. Anderson provided a presentation on TheRide's Bus Stop Improvement Program. Mr. Anderson stated that not all bus stops are accessible but the goal is to have 100% of bus stops accessible using STBG funds.

**8. AGENCY REPORTS**

**A. City of Ypsilanti**

Ms. Wessler reported that the Huron River Drive reconstruction project is going out to bid this month and is scheduled for construction this year. It was also reported that the Forest Ave. bridge project should be starting soon and the I-94/Huron St. project is wrapping up. The MDOT resurfacing project on Washtenaw Ave. and the downtown water main projects are moving into the next phases.

**B. Ypsilanti Township**

Ms. Stumbo reported:

- As part of the Huron Bridge improvements, the poles will be painted.

**C. City of Ann Arbor**

Ms. Flowers reported:

- The City is hosting a Cycling-101 course in May and a Bike Rodeo at the African-American Festival.
- The City is looking to pilot a bike parking program with businesses.
- Bike to Work Day is Friday, May 19th. There are 12 stations currently, six more than last year.

**D. City of Saline**

Mr. Humphriss reported:

- Sanitary sewer project on Maple St. will see the closure of the road between Michigan Ave. and Old Creek Dr. next month. Additionally, Maple St. between Michigan Ave. and Maple Oaks Ct., will be closed from July until the end of the

construction season.

- The Clark Street resurfacing project between N. Harris St. and N. Maple St. will go out to bid this week and the project is scheduled to begin in Summer 2023.

E. Washtenaw County Road Commission

Mr. MacDonnell reported:

- WCRC has been awarded Carbon Reduction Projects -
  - Traffic Signal Installation - Lima Township - N. Parker Rd. at Shield Rd.
  - Roundabout - Webster Twp. - Intersection of Mast Rd. / Huron River Dr. / W. Joy Rd.
  - Roundabout - Ypsilanti Twp. - Whittaker Rd. at Martz Rd.
  - Roundabout - Northfield Twp. - Pontiac Trail at N. Dixboro Rd.

F. Pittsfield Township

Mr. Best reported:

- Platt Rd. and Carpenter Rd. will be closed for construction soon.
- Construction is currently happening on I-94 off-ramps.

G. Michigan Department of Transportation (MDOT)

Ms. Strach, Mr. Davis, and Ms. Fryer reported:

- The MiDrive website is being updated.
- The Washtenaw Ave. PEL meeting recently took place and saw roughly 50 attendees.
- The bid for Phase 2 of the US-23 Flex Lane project has recently been accepted. Phase 2 is the construction of a flex lane on US-23 from I-96 to Silver Lake Rd. will start construction in Summer 2023. In 2024, US-23 from Silver Lake Rd. and M-36 interchanges. In 2025, the remaining section on US-23 from M-36 to the current limits of the Flex Lane (just north of 8 Mile Rd.).
- If the committee has any questions regarding the performance measures, please contact Ms. Fryer with questions and those questions will be forwarded to John Lanum.

H. Representative: People with Disabilities

Mr. Waterman did not have any updates to report.

I. TheRide

Mr. Anderson reported:

- TheRide are preparing for the millage services that were passed in 2022, specifically to plan for the public engagement period in October 2023 regarding an express bus between Ann Arbor and Ypsilanti, more frequent weekend service, and later service on weekends.

J. WATS

Mr. Sapkiewicz reported:

- To take the WATS 2050 LRTP Survey.
- The Summer 2023 Call for Amendments will be sent out shortly.

9. Adjournment

*A motion was made by Ms. Flowers, supported by Mr. Waterman, to adjourn the meeting.  
The motion carried unanimously.*



# MEMORANDUM

To: Technical Committee  
From: Nick Sapkiewicz  
Date: May 30, 2023  
Re: 3rd Call for FY 2023 TIP Amendments for 2023-20236 TIP

## **Background**

WATS initiated the 3rd call for FY 2023 TIP amendments in April with project changes due to WATS in May. The 3rd call amendments represent FY 2024-2026 Carbon Reduction Program awards, University of Michigan receiving an ATTAIN grant, and MDOT program cost changes.

Significant changes in this TIP amendment include:

- **Carbon Reduction Program awards**
  - JN 219132 - Ann Arbor - LED Streetlights
  - JN 219147 - Ann Arbor - Washington bike boulevard
  - JN 219166 - Saline - Mill Pond Park riverwalk
  - 219148 - WCRC - Parker at Shield traffic signal
  - 219149 - WCRC - Pontiac at Dixboro roundabout
  - 219151 - WCRC - Whittaker at Martz roundabout
  - 219152 - WCRC - HRD at Martz roundabout
  
- **UM ATTAIN Grant**
  - Connected environment retrofit
  
- **MDOT Amendments**
  - [Link to MDOT amendments](#)

The addition of the new, local projects adds \$20,416,425 to the TIP.

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NOTE: WATS staff have been working with MDOT and other MPOs to restore the accuracy of TIP GIS information, we will resume the analysis when accurate data becomes available.

**Environmental Justice Review**

The Environmental Justice (EJ) review evaluates the fair distribution of environmental benefits and burdens in EJ and non-EJ areas. In addition, the EJ review evaluates each project for adverse social, economic, and environmental effects. More information on the USDOT EJ strategy is available [here](#).

Over the course of the TIP, investment made in Washtenaw County is affected by amendments and modifications (grant awards, cost changes, new projects). These changes continually affect the value of the TIP, and the amount of investment in EJ areas. Per Jobnet, as of May 31, 2023, the 2023-2026 TIP is valued at \$650,444,565. This amount is a snapshot in time of the TIP's value and is adjusted via administrative modifications, amendments, cost changes at time of obligation, etc.

WATS does not anticipate the TIP amendments will have a disproportionately negative impact on EJ areas. (NOTE: 19% of federal aid eligible roads are in EJ areas.)

[A previous version of the equity analysis can be found here.](#)

**Action**

Staff request the Technical Committee review the 3rd Call TIP amendments and make a recommendation to the Policy Committee.

### 3rd Call FY 2023 TIP Amendments

CHANGE DESCRIPTION	JOB ID	STIP FISCAL YEAR	AGENCY	ROUTE NAME	LOCATION (REPORT)	LENGTH	MAJOR WORK TYPE	WORK (REPORT)	PHASE	ESTIMATED FEDERAL FUND AMOUNT	ESTIMATED STATE FUND AMOUNT	ESTIMATED LOCAL FUND AMOUNT	ESTIMATED TOTAL FUND AMOUNT
Budget	200202	2023	MDOT	US-12	US-12 from west of Platt Rd to west of US-23 interchange	1.023	Traffic Safety	Operational improvements	CON	\$14,119,125	\$3,130,875	\$0	\$10,192,000 to \$17,250,000
Budget	215788	2023	MDOT	US-23	Joy Road over US-23	0	Bridge Replacement	Bridge Replacement	ROW	\$306,938	\$68,063	\$0	\$250,000 to \$375,000
Budget	215769	2023	MDOT	US-23	Warren Road over over US-23	0	Bridge Replacement	Bridge Replacement	ROW	\$777,575	\$172,425	\$0	\$100,000 to \$950,000
Add	219132	2024	Ann Arbor	Citywide	Various Locations		Operations/Lighting	Streetlight LED conversion, replace 4000 fixtures	CON	\$980,000	\$0	\$245,000	\$1,225,000
Add		2024	UM	Citywide	Various Locations		Operations	Connected Environment Retrofit	CON	\$9,859,240	\$0	\$2,847,185	\$12,706,425
Add	219147	2026	Ann Arbor	Washington St.	Washington from Huron to Revena	0.8	Bike Blvd	The Washington Bike Boulevard project will create a 0.8 mile-long All Ages and Abilities (A3) bike priority corridor as a low stress alternative to biking on Huron Ave (I-94 BL).	CON	\$200,000	\$0	\$50,000	\$250,000
Add	219166	2025	Saline	Mill Pond Park	Mill Pond Park Riverwalk		Non-motorized Path	The City of Saline is proposing to create a non-motorized pathway alongside the Saline River in the city-owned Mill Pond Park	CON	\$800,000	\$0	\$285,000	\$1,085,000
Add	219148	2025	WCRC	Parker at Shield	Parker at Shied		Traffic Signal	Installation of a traffic signal at all-way stop controlled intersection.	CON	\$280,000	\$0	\$70,000	\$350,000
Add	219149	2026	WCRC	Pontiac at Dixboro	Pontiac at Dixboro		Roundabout	Construction of a roundabout at Pontiac Trail and Dixboro Road intersection	CON	\$1,200,000	\$0	\$300,000	\$1,500,000
Add	219151	2026	WCRC	Whittaker at Martz	Whittaker at Martz		Roundabout	Construction of a roundabout at Whittaker Road at Martz Road intersection	CON	\$1,200,000	\$0	\$300,000	\$1,500,000
Add	219152	2026	WCRC	HRD at Mast/Joy	HRD at Mast/Joy		Roundabout	Construction of a roundabout at Mast Rd and Huron River Dr and at Joy Rd intersection	CON	\$1,120,000	\$0	\$680,000	\$1,800,000

# MEMORANDUM

To: Technical Committee  
From: Nick Sapkiewicz  
Date: May 30, 2023  
Re: 3rd Call for FY 2023 TIP Modifications for the 2023-2026 TIP

## **Background**

WATS completes administrative modifications as needed for the Transportation Improvement Program (TIP) and provides them to the Committees and the public for their information.

Administrative modifications are minor changes staff make to the TIP as well as MDOT. WATS may modify items such as small cost changes, limits or a year change without Committee approval. WATS and SEMCOG use administrative modifications to expedite the processing of small changes without delaying a project.

[Available here are the 3rd call for FY 2023 TIP administrative modifications \(list of MDOT's administrative modifications\) for informational purposes.](#) The change request reason field in the spreadsheet outlines the changes that were made to each project.

## **Action**

Review the modifications and send any questions to Nick Sapkiewicz at [sapkiewiczn@miwatgs.org](mailto:sapkiewiczn@miwatgs.org).

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# MEMORANDUM

To: Technical Committee  
From: Nick Sapkiewicz  
Date: May 30, 2023  
Re: 2050 Long Range Transportation Plan - Goals

## **Background**

WATS recently kicked off 2050 Long Range Transportation Plan development with a series of public involvement opportunities (both in person and virtual) to discuss Plan goals and transportation system expectations. Plan goals have been relatively consistent over time, with transportation system expectations being added for the 2045 LRTP. The goals are fairly robust and have been reaffirmed as in-line with community ambitions with past plan updates. Plan goals have also allowed flexibility to local agencies in implementing a variety of projects that improve the transportation network, from preventive maintenance to new standalone non-motorized facilities.

This most recent round of public participation, in conjunction with a contemporaneous context review of the 2045 Plan goals yielded several recommended changes to the 2050 Plan goals and expectations. The 2050 Plan goals have been updated from and to the following:

- Protect and Enhance the Environment - Reduce emissions and promote active transportation | *Update: Promote transportation policy investments toward carbon neutrality*
- Invest strategically in transportation infrastructure enhancing communities livability and sustainability - Improve pavement quality and invest in non-motorized options and efficient transit service | *Update: Use technology and innovation to maximize the efficiency of investments across modes*

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- Provide accessibility and mobility - Reduce travel time by increasing access and options | Update: Increase the ease and reliability of travel for all users
- Promote a safe and secure transportation system - Reduce crash rates across all modes | Update: Reduce serious crash rates across all modes toward zero deaths
- Engage the public in the transportation decision making process - Increase interaction with the public online and in person | Update: Engage in meaningful interaction with the public (note: in this context “meaningful” is not a qualitative measure, but rather indicates that the four types of engagement we track we consider to be meaningful)
- Link transportation planning and improvements to land use - Increase accessibility of core services throughout the region | No change proposed

The new for 2050 Expectations for a Transportation System include:

- A safe place to travel, regardless of mode
- Access to opportunity
- Preservation of the community’s assets over additional capacity
- A commitment to consider the needs of all users | Update: A system designed for all users

**Action**

Staff request the Technical Committee review the 2050 Plan Goals and expectations for a transportation system and make a recommendation to the Policy Committee.

# MEMORANDUM

To: Technical Committee  
From: Ryan Buck  
Date: May 30, 2023  
Re: 2050 Long Range Transportation Plan - Performance Measures

## **Background**

In the coming months WATS will be launching a new round of public participation with the focus on Washtenaw’s locally developed transportation system performance measures.

Completely separate from the federally required performance measures, WATS local performance measures provide an opportunity to define measures and targets in a manner that best reflects the community’s priorities and values. These local performance measures can help to inform WATS project selection and enrich the awareness of how the transportation network is performing against the values set for it.

Local performance measures were included in the 2040 and 2045 Long Range Transportation Plans. The original intent had been to carry forward performance measures and make only minor revisions to the targets for the 2050 Plan, however, the COVID 19 pandemic has significantly changed transportation requiring a new baseline set of data and necessitating a rethink of targets. WATS is proposing to use the same local performance measures from developed for the 2045 Plan be used in the development of the 2050 Plan.

[A version of the local performance measures is linked to here.](#) The most up-to-date data sets available have been used to update the measurements. WATS staff intend to take these performance measures to the public this summer/autumn and subsequently open the call for projects for the 2050 Plan.

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**Action**

Staff request the Technical Committee review the 2050 Plan, Local Performance Measures and make a recommendation to the Policy Committee.



WATS Performance Measures												
6/7/2023 Technical Committee, 6/21/2023 Policy Committee Meetings												
CATEGORY	LOCAL PERFORMANCE MEASURE	YEAR / VALUE										UNIT OF MEASUREMENT
		2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	
SAFETY	Number of Serious Car Crashes						158					Crashes where the worst injury was either a fatality or a suspected serious injury, per year (5-Year Average)
	Severe Car Crash Rate						4.17					Crashes where the worst injury was either a fatality or a suspected serious injury, per year, per 100 Million VMT (5-Year Average)
	Number of Serious Non-Motorized Crashes						25.4					Crashes where the worst injury was either a fatality or a suspected serious injury involving either a pedestrian or a bicyclist, per year (5-Year Average)
	Pedestrian Crashes to Commute Volume Index						2.6					Pedestrian Crashes to Commute Volume Index (any severity) per pedestrian commuter, per year, x 1,000 (5-Year Average)
	Bike Crashes to Commute Volume Index						8.3					Crashes involving a bicyclist that resulted in an injury (any severity) per bicycle commuter, per year, x 1,000 (5-Year Average)
ACCESS & MOBILITY	Average Work Trip Travel Time						24					minutes to commute to work among Washtenaw County residents (5-Year Average)
	Percent of Residents Within Walking Distance of Transit							63.3%				of Washtenaw County residents live within 0.5 miles of a fixed-route transit stop
	Percent of Jobs Within Walking Distance of Transit		67.7%									of jobs in Washtenaw County located within 0.5 miles of a fixed-route transit stop
	Percent of Population Covered by Paratransit Services							93.5%				of Washtenaw County residents live within the paratransit service area of at least one of Washtenaw County's 5 paratransit providers
	Daily Per Vehicle Travel Delay		7.62									minutes Washtenaw County residents are delayed per day compared to trip duration in free-flow traffic
Non-Motorized Network Coverage		*									* 40.8% of federal-aid eligible roads have non-motorized facilities for pedestrians; 29.9% of federal-aid eligible roads have non-motorized facilities for bicyclists	
INVEST STRATEGICALLY	Percent of Roads in Good Condition								51.7%			of lane-miles on federal-aid eligible roads have a PASER rating of 7, 8, 9 or 10
	Fixed Route Operating Expense per Unlinked Passenger Trip						\$7.64					per unlinked passenger trip to operate AAATA's fixed route bus service (5-Year Average)
	Number of Closed Bridges/Culverts										*	0 closed bridges; 21 weight-restricted bridges
	Percent of Funds Invested in Active Transportation											??
ENVIRONMENT	Per Capita Non-Commercial VMT								8,755			miles driven annually per Washtenaw County resident
	Per Capita Transit Ridership						30.5					trips taken on AATA, U of M, WAVE, and PEX annually per Washtenaw County resident (5-Year Average)
	Alternative Transportation Mode Share			23.1%								of Washtenaw County residents (16 YO+) commute to work using a non-SOV mode of travel (5-Year Average)
	Air Quality Attainment											
ENGAGE	Online Active Engagement									381		online active engagements per year
	Online Passive Engagement								52,066			online passive engagement per year
	Offline Engagement at Standing WATS Meetings								115			number of attendees at WATS Technical Committee and WATS Policy Committee meetings per year
	Offline Engagement at Special WATS Meetings and Events								75			number of attendees at WATS special meetings per year
LINK TRANSPORTATION & LAND USE	% of HHs within 15 minutes of a Hospital by Mode							*				76.4%, 2.1%, and ??% of HHs are located 15 minutes of a hospital by vehicle, walking, and public transit, respectively
	% of HHs within 15 minutes of a Park by Mode							*				100.0%, 64.3%, and ??% of HHs are located 15 minutes of a park by vehicle, walking, and public transit, respectively
	% of HHs within 15 minutes of a School by Mode							*				98.3%, 52.4%, and ??% of HHs are located 15 minutes of a school by vehicle, walking, and public transit, respectively
	% of Work Trips Accessible within 30 minutes by Mode						*					66.1%, 90.5%, and 49.0% of work trips are accessible within 30 minutes by vehicle, walking, and public transit, respectively (5-Year Average)
EQUITY	Investment in 80th Percentile Environmental Justice Areas								6.3%			of funds in the FY 2021 1st Call for Amendments were allocated to projects within the 80th percentile EJ area
	Investment in 90th Percentile EJ Areas								18.3%			of funds in the FY 2021 1st Call for Amendments were allocated to projects within the 90th percentile EJ area
	Investment in "Low Opportunity" Areas								20.2%			of funds in the FY 2021 1st Call for Amendments were allocated to projects within the "Low Opportunity" area
	Investment in "Very Low Opportunity" Areas								5.0%			of funds in the FY 2021 1st Call for Amendments were allocated to projects within the "Very Low Opportunity" area
<b>ACRONYMS / DEFINITIONS</b>												
Safety / VMT: Vehicle Miles Traveled												
Engage / Online Active Engagement: Calculated by adding [Twitter (Retweets + Mentions + Likes + Comments) + Facebook (Posts + Likes + Comments + Shares) + Instagram (Posts + Likes + Views)]												
Engage / Online Passive Engagement: Calculated by adding [Twitter (Tweets + Tweet Impressions + Profile Visits + Mentions) + Facebook (Posts + Number of People Reached + Post Clicks) + Instagram (Posts) + WATS Website (Users + New Users + Sessions + Pageviews)]												
Equity / EJ: Environmental Justice												