



THE VEHICLE

Washtenaw Area Transportation Study

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2030 Long Range Transportation Plan Public Meetings

Public involvement is one of the most important parts of the Long Range Planning process. Public meetings give the public opportunities to review and comment on the proposed improvements included in the 2030 Draft Long Range Transportation Plan. All comments that are received will be forwarded to the agency responsible for the improvement for their review and will be documented by the Washtenaw Area Transportation Study (WATS) as part of the final Long Range Transportation Plan document. The following is a complete list of locations and meeting times for the Long Range Plan public meetings. Comments will be taken at every public meeting or can be sent directly to WATS at wats@miwats.org or SEMCOG at rtpcomments@semcog.org. The first week of Public Meetings have been well attended.

January 5, 2004 4-7 PM	Washtenaw County Road Commission 555 N. Zeeb Road, Ann Arbor
January 6, 2004 1-3 PM	Ann Arbor District Library 3434 S. Fifth Avenue, Ann Arbor
January 7, 2004 4-7 PM	Manchester Village 912 City Road, Manchester
January 8, 2004 1-3 PM	Superior Township Hall 3040 North Prospect, Ypsilanti
January 8, 2004 7-9 PM	City of Ypsilanti, Council Chambers One South Huron Street, Ypsilanti
January 20, 2004 1-3 PM	Eastern Michigan University, Guild Hall in McKenny Union 850 W. Cross Street, Ypsilanti
January 20, 2004 7-9 PM	Saline City Hall, Council Chambers 100 N. Harris, Saline
January 21, 2004 4-7 PM	Chelsea , Washington Street Education Center 500 East Washington Street
January 22, 2004 7-9 PM	Northfield Township 8350 Main Street, Whitmore Lake
January 26, 2004 4-7 PM	Pittsfield Township Hall 6201 West Michigan Avenue, Pittsfield Township
January 27, 2004 7-9 PM	City of Ann Arbor, Council Chambers 100 N. Fifth Avenue, Ann Arbor
February 2, 2004 1:30-3:30 PM	University of Michigan, Room 1180 in the Media Union Library 2281 Bonisteel Blvd, Ann Arbor
February 5, 2004 7-9 PM	Ypsilanti Township, District Library 5577 Whittaker Road, Ypsilanti

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Long Range Plan Adoption Schedule

At the completion of the public review process, all comments will be compiled and provided to the transportation agencies for consideration. Any resulting modifications will be made prior to each agency passing resolutions of support for the LRP. The following is the WATS adoption schedule:

Technical Committee - June 7, 2004, WATS offices
Policy Committee - June 21, 2004, WATS offices

Once adopted, the WATS LRP is sent to SEMCOG to be incorporated as part of the Regional Transportation Plan (RTP). The following are SEMCOG's dates to adopt the RTP:

Technical Advisory Council - August 25, 2004,
Executive Committee - September 24, 2004,
General Assembly - November 4, 2004, Hotel
Pontchartrain, Detroit, MI

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

Legislation Update

In order to comply with National standards and to ensure the continuation of certain forms of Federal transportation aid, Michigan became the 44th state to lower the legal limit for drunk driving to .08 grams per liter of blood, down from .10 gm/lt. In addition to this new law, many other transportation related bills have been brought before both Michigan Houses. Sgt. Matt Bolger from the Michigan State Police provided information on pending legislation at a recent SEMCOG work shop in Detroit. For more information go to SEMCOG website at www.semco.org. Under Transportation Planning, click on Traffic Safety and link to Sgt. Bolger's presentation at the Safety Forum.



Air Quality Update

Under the Federal Clean Air Act, Southeast Michigan Council of Governments (SEMCOG) is the designated Metropolitan Planning Organization (MPO) responsible for developing programs along with the Michigan Department of Environmental Quality (MDEQ) to insure the region complies with the Air Quality Standards. SEMCOG manages the emission inventory using MOBILE 6, the model used to evaluate emissions and to analyze trends and projections. The standards for ozone have been reduced from 120 parts per billion (ppb) over a one hour period to 80 ppb over an eight hour average. In order to meet the new standards an areas three year average of the fourth highest 8 hour average rating must be below 80 ppb.

In addition, regulation for particulates was introduced and adopted. This pollutant, named PM 2.5 will have an annual and 24 hour limit set for the allowable amount of particulates smaller than 2.5 microns. SEMCOG will be responsible for tracking this data as well. As a result of the new standards Washtenaw County's status will drop from maintenance to non-attainment.

As a result of recommendations by EPA and MDEQ, and recent analysis by the EPA, the Metropolitan Statistical Areas (MSA's) and the Consolidated Statistical Areas (CMSA's) have expanded beyond the 7 county SEMCOG region to include portions of Lapeer, Lenawee, and Genesee counties. The Ozone boundary has traditionally been only the SEMCOG region; Air Quality analysis has been preformed on Genesee and Lapeer counties and they will also be in Non-attainment.

The final details of how these programs will be managed has not been determined and further negotiations are required.



Michigan Transportation Summit

The Michigan Department of Transportation (MDOT) hosted a Transportation Summit on December 3 and 4 in Lansing. Approximately 500 people attended and a new vision statement for transportation for the state was selected:

Michigan will lead the 21st century transportation as it led the innovation in the 20th century . We will move people and goods with a safe , integrated and efficient transportation system that embraces all modes, is equitable and adequately funded, and socially and environmentally responsible. Michigan's transportation community will work together to ensure that resources are in place to deliver the system.

WATS to Scan UD-10 Crash Reports In-house

The Washtenaw Area Transportation Study (WATS) has begun implementing a new safety program in cooperation with local law enforcement agencies and the State Police. In an effort to enhance the crash data available for planning purposes and assist in the quality of data available to all agencies, staff at WATS has begun scanning the UD-10 crash reports and inputting specific data into a local database. WATS expects to begin generating monthly reports for the participating agencies in the spring of 2004.

Police Crash reports are fed into a NCS Pearson scanner, which has been set up to read specific characters from the UD-10 crash reports. The scanned information is transferred to the Polaris System that stores the data and creates reports. Any information that is not in bubble form on the UD-10 is manually input into Polaris. Review of each form is done during this data entry process to insure all required fields contain reasonable data.

By reviewing all the crash reports and contacting the appropriate law enforcement agency if some of the data is missing, this program insures that all reported crashes are considered in reviewing locations for design or enforcement improvements. Once the program is in full gear, WATS will be processing all crash reports within a one-month time frame of receipt. Staff stress that the WATS database is for planning purposes only and the memorandum of understanding does not allow for distribution of forms for insurance purposes, the official database resides with the State Police.

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