



Susan Hildebrandt of Farmington makes a traffic survey on Eight Mile east of Greenfield. She works for Reid, Cool and Michalski, Inc., consultants to SEMCOG's traffic study.

Heavy traffic studied for future travel keys

Where in Southeast Michigan is traffic the heaviest?
How many people are riding to work in car pools?

Are some neighborhoods more prone than others to air pollution caused by auto or truck emissions?

These and other transportation-related questions are the targets of a traffic-counting survey recently conducted by the Southeast Michigan Council of Governments (SEMCOG).

PURPOSE of the survey is to aid SEMCOG and other agencies in the updating of regional and local transportation plans. Data will also be used in SEMCOG's air quality planning work.

During the survey, traffic surveyors were stationed at 69 locations scattered throughout the seven counties of southeast Michigan. Surveyors noted the number and type of vehicle on the road (cars, vans, motorcycles, trucks) and the number of passengers each carried.

"SEMCOG transportation planners will now take this data, analyze it and come up with pertinent information that will help us prepare better transportation plans with particular impact on air quality, ridesharing and future road improvements," said Michael M. Glusac, SEMCOG executive director.

Glusac said that SEMCOG has responsibilities so that the quality of the air in southeast Michigan is brought up to federal standards.

"THIS SURVEY will help us estimate the amount of air pollution associated with various types of vehicles — and where pollution problems are most likely to occur," Glusac stated.

"For example, trucks have different emission characteristics from cars. We need this and similar information in order to develop sound, workable plans to improve air quality and transportation in the region."

Glusac said that SEMCOG was one of two agencies in the nation selected by the Federal Highway Administration (FHWA) to test a new manual that is designed to help transportation planning agencies to be more effective in compiling statistical data on traffic. The other area in the pilot study is Atlanta.

"We used the FHWA manual 'Guide for Estimating Urban Vehicle Classification and Occupancy' in this survey," he said. "The federal highway planners would like to have our input as to how effective the manual procedures are before they implement them nationally."

Glusac said a SEMCOG report on the survey and the manual should be ready in early July.

SEMCOG USED \$5,400 in federal highway funds to do the survey. The actual survey work was performed by Reid, Cool and Michalski, Inc., a local engineering consulting firm, and the Michigan Department of Transportation, which handled freeway locations.

All regional transportation plans prepared by SEMCOG staff are reviewed by local elected officials in the region who then adopt the plan they believe is best suited for the region as a whole, Glusac said. These plans establish "regional guidelines" which are considered by federal agencies when they decide how federal funds should be spent in a region.

Oakland County locations were: Twelve Mile Road between Grand River and I-86; Greenfield near Ten Mile Road; Telegraph near 10 Mile Road; Livernois between South Blvd. and Auburn; Telegraph near Orchard Lake Road, East Blvd. near Auburn; Benzie near Maple; and Grange Hall near Orionville.

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