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| **Priority Issues** | **Goals** | **Objectives** | **Proposed Actions/Strategies** |
| Funding | *Adequate funding is available to ensure that the region offers a high quality and diverse transportation system.* | * Expand and diversify transportation funding sources to ensure the long-term sustainability of Michigan’s transportation infrastructure, such as those identified in the Transportation Funding Task Force (TF2)
* Better prioritize transportation funding, including integration of multimodal transportation opportunities into the prioritization process
 | * Review and update research on models/options for alternative transportation funding and evaluate the applicability of new models to Region 9 specifically
* Form a regional coalition focused on pursuing legislation and regulations to secure alternative funding (for example, P3, sponsorships, etc.)
* Empower the legislature to model the economic impact of new funding/financing mechanisms
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| Quantity and quality of highway infrastructure | *The I-94 corridor allows for reliable, efficient, and comfortable travel for personal and commercial travelers within and through the region.* | * Improve the efficiency of, and increase the opportunities for, highway freight movement to and from the region
* Decrease congestion and travel time within the region for passenger vehicles
* Improve the experience of highway systems in the region to be more aesthetically pleasing and comfortable for users
 | * Improve, modernize, and maintain I-94 to support truck-based freight movement
* Develop and implement infrastructure to improve truck access to Willow Run Airport
* Create new standards and/or a program for more aesthetically pleasing, low-maintenance landscaping (e.g., native plants that absorb lots of water) and highway cleanup
* Improve and maintain trucking trucking-related infrastructure along the I-94 corridor (e.g., rest stops, commercial offerings)
* Develop and implement a branding strategy for the I-94 corridor
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| **Priority Issues**  | **Goals** | **Objectives** | **Proposed Strategies (to be developed )** |
| Quantity and quality of highway infrastructure  |  |  | * Create standards for highway projects that focus on maintenance and multimodal transportation infrastructure rather than expansion
* Support research on, and development of, relevant solutions for connected vehicles
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| Nonautomobiletransportation | *A highly accessible, excellent quality network of nonautomobile options is available to transport people and goods within and through the region.* | * Improve the efficiency of, and increase the opportunities for, rail freight movement to/from the region
* Improve people’s physical, geographic, and emotional accessibility to mass transit in the region
* Increase people’s physical, geographic, and emotional accessibility to nonmotorized transportation infrastructure in the region
 | * Identify and implement key commuter-focused mass-transit options for critical routes and types of service (express bus service, rail, etc.) between cities and counties
* Establish bike paths on I-94 similar to M-14 and I-275, which connect to rest stations and each other to create a Michigan Coast to Coast Bike Trail
* Expand passenger rail routes and frequency of service between the region and other parts of Michigan, the U.S., and Canada
* Develop improved rail access to Willow Run Airport
* Create and implement a region-wide outreach campaign regarding the benefits of, and opportunities for, using mass transit
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| Safety | *The I-94 corridor offers safe travel for all modes of transportation.* | * Reduce the number and severity of highway accidents related to aging roads, construction, congestion, and maintenance needs
* Reduce the number and severity of accidents along the corridor related to auto and nonauto interactions, poorly designed and maintained or lack of adequate nonautomobile infrastructure
 | * Minimize and stick to timelines for transportation infrastructure construction
* Create a plan to share services/ resources for snow removal, emergency road repair, and or debris removal
* Add road signage farther in advance for exits, speed changes, and services at exits to reduce rapid lane changes that contribute to accidents
* Develop a plan to share some road maintenance services within the region that would allow for quicker response time and/or more extensive coverage of road maintenance and upgrades
* Develop strategies for differentiating between modes of transportation
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| Collaboration | Transportation and land use planning will be collaborative and highly integrated within the region | * Improve and formalize how regional partners coordinate and work together on transportation planning
* Improve the integration of transportation and land planning and project development within the region
 | * Assess current transportation and land use collaboration efforts and relationships within the region, and identify gaps
* Evaluate best practices within Michigan and elsewhere for formalizing regional transportation planning relationships (such as regional planning councils)
* Develop and implement systems for improved coordination and consultation between regional land use and transportation planners on regional plans and projects
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