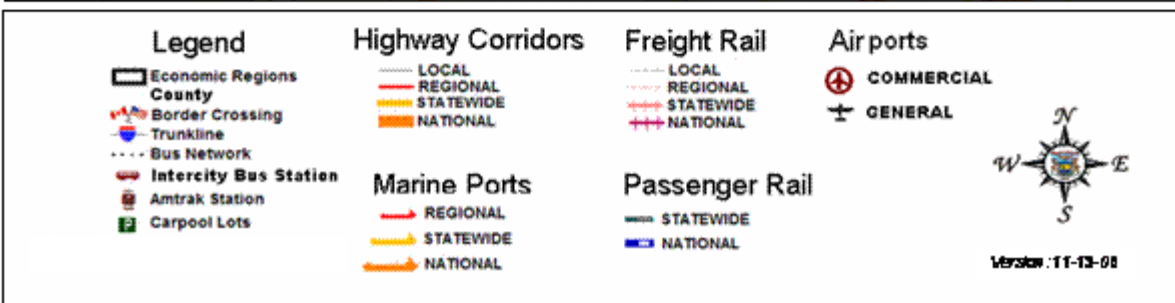
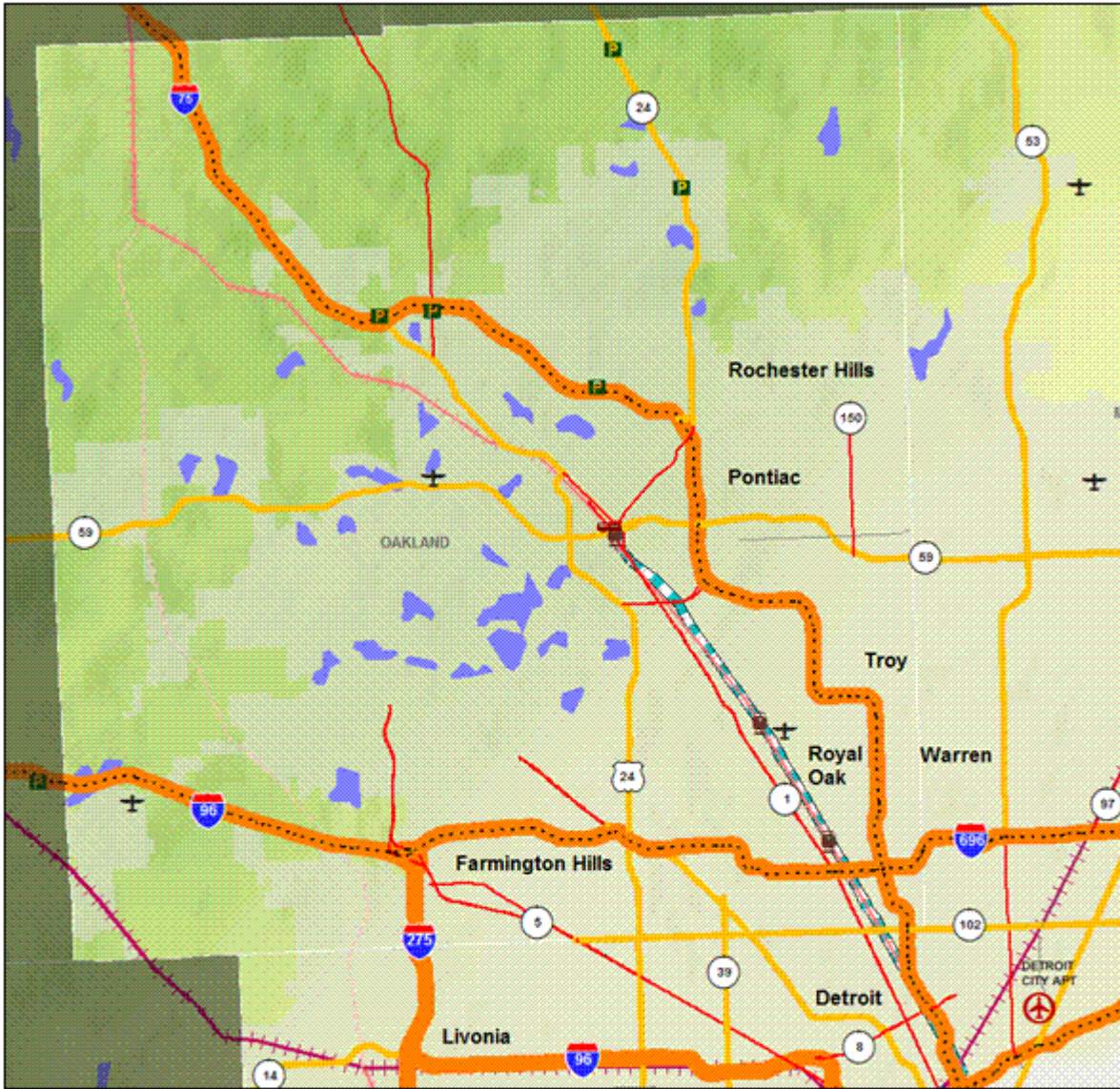
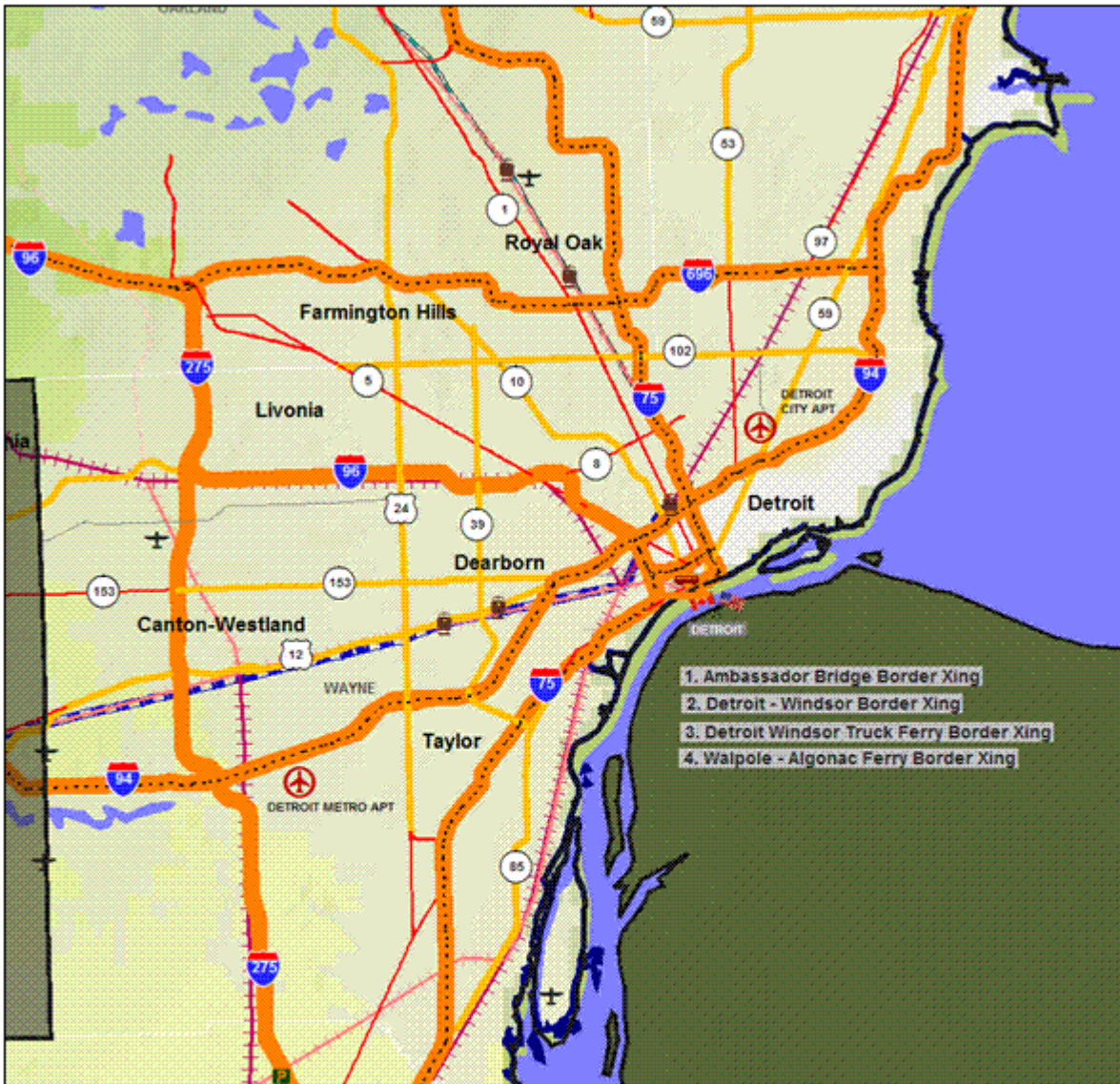


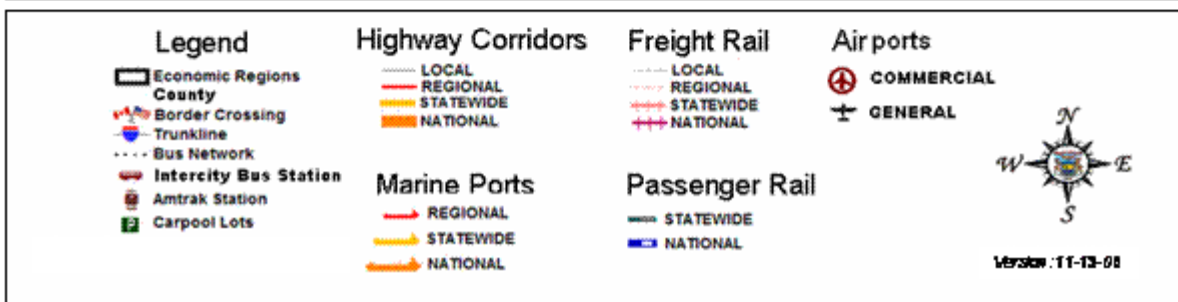
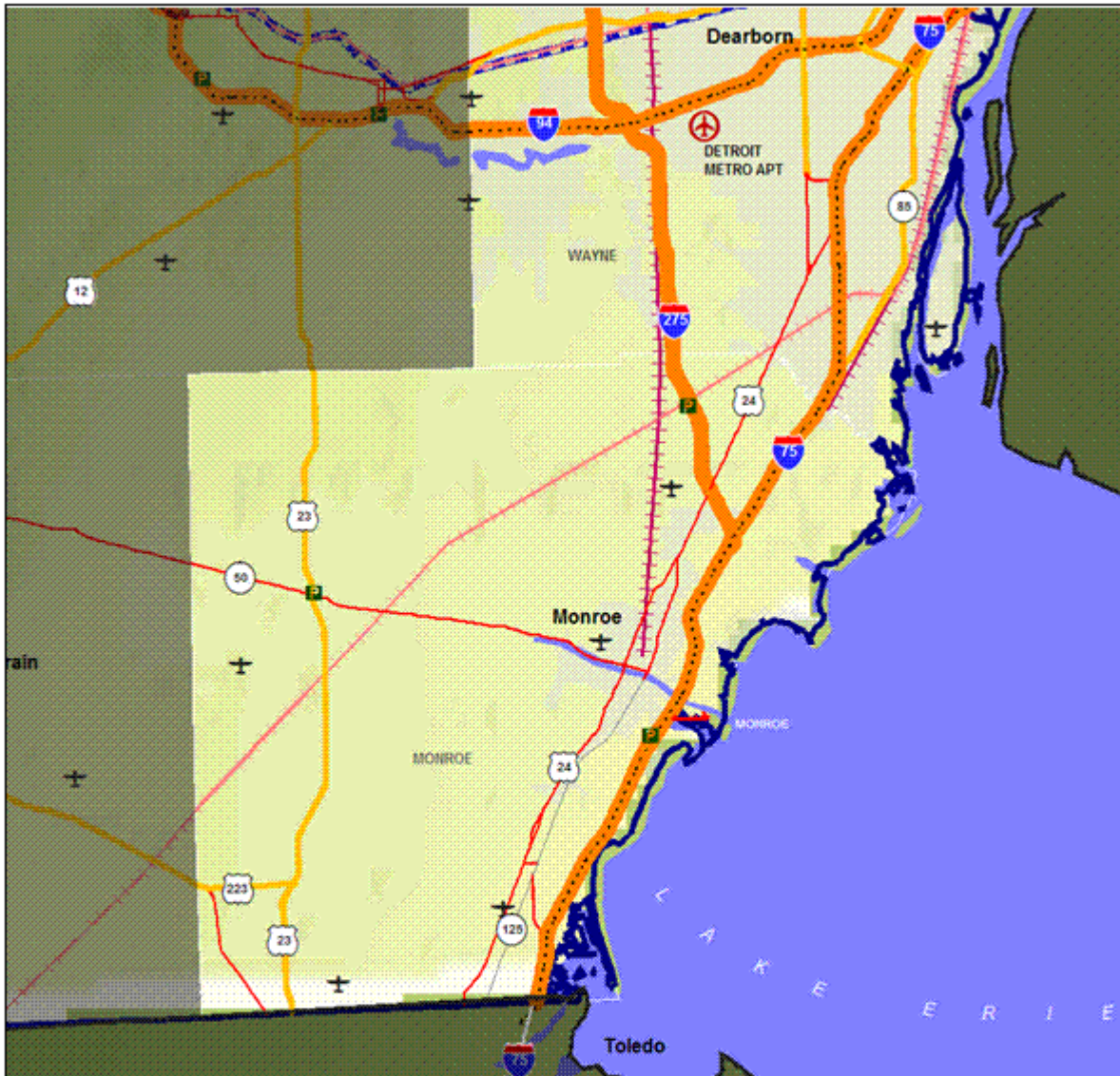
1B Greater Detroit/Southeast Michigan Economic Region Corridor Summary







Legend	Highway Corridors	Freight Rail	Airports
<ul style="list-style-type: none"> Economic Regions County Border Crossing Trunkline Bus Network Intercity Bus Station Amtrak Station Carpool Lots 	<ul style="list-style-type: none"> LOCAL REGIONAL STATEWIDE NATIONAL 	<ul style="list-style-type: none"> LOCAL REGIONAL STATEWIDE NATIONAL 	<ul style="list-style-type: none"> COMMERCIAL GENERAL
	<ul style="list-style-type: none"> Marine Ports REGIONAL STATEWIDE NATIONAL 	<ul style="list-style-type: none"> Passenger Rail STATEWIDE NATIONAL 	
			Version: 11-13-08



Regional Economic and Travel Profile

Key Economic Activities in the region

Highly urbanized and densely populated area containing over 40 percent of the state's population and jobs.

- Retail trade, professional and technical services, administrative and motor vehicle industries provide the region's primary economic base.
- This region is home to automotive-related manufacturing industries, including the world headquarters of General Motors, and Ford. Daimler Chrysler also has a large presence within this region.
- The top growth industries for 2030 are anticipated in health care, administrative and support services; a loss is anticipated of approximately 23 percent in motor vehicle jobs.
- Per capita income in Macomb, Monroe, and St. Clair (\$25-30,000), Wayne (\$30-35,000) Oakland (\$49,000) (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- Twelve state parks and numerous roadside facilities.
- Over 47.4 million visitor-days/year of travel to the region.
- Forty hospitals and major medical facilities serve the region.

Corridors of Highest Significance

National/ International: Detroit / Chicago (I-94); Port Huron / Detroit / Toledo (I-94/I-75); Port Huron / Lansing / Indianapolis (connecting at its western end to Port Huron / Chicago (I-69); I-696; I-275

Statewide Significance: Lapeer / Pontiac (M-24); Imlay City / Detroit (M-53; Flint / Toledo (I-75)

Counties: Macomb, Monroe, Oakland, St. Clair, Wayne

MI Transportation Plan Activity Centers: Canton, Clinton Township, Dearborn, Detroit, Farmington Hills, Livonia, Port Huron, Redford Township, Rochester, Royal Oak, Sterling Heights, Taylor, Troy, Warren, Westland and the Detroit Metropolitan Airport

MDOT Region: Metro, University

MPO and RPA: Southeast Michigan Council of Governments (SEMCOG) (MPO serving seven counties; 4,833,493 Urbanized Pop; Square Mile). In St. Clair County, the St. Clair County Transportation Study serves as the primary coordinating agency for transportation activities.

Quick Facts:

- 2005 Estimated Population 4,366,242 (42.9% of MI);
- 2030 Projected Population 4,595,427 (40.6% of MI);
- 2005 Estimated Employment 2,465,474 (43.1% of MI) Approximately 10.5 percent retail trade; 9 percent professional technical services; 7 percent administrative; 6 percent motor vehicle; 6 percent food services; 4 percent construction; and
- 2030 Projected Employment 2,705,717 (41.8% of MI) - Growth anticipated in health care, administrative and support services; loss anticipated approximately 23 percent in motor vehicle.

Smart Zones: Automation Alley-Oakland University, Lawrence Technological University; Detroit/Woodward Technology Corridors; Wayne State University; Wayne County-Pinnacle Aeorpark-Detroit Metropolitan Airport
Tax Free Renaissance Zones: Wayne County, Macomb County

- The region has post secondary institutions with a combined enrollment over 190,000. Several institutions within the region include Wayne State University, Oakland University, and the University of Detroit Mercy.
- Selfridge Air National Guard Military Air Field is in the region providing flight-training facilities.

Passenger Travel (personal vehicle, air, transit, bicycle and pedestrian)

- Passenger travel is available on numerous Interstate, US, and state routes.
- Detroit Metro Airport is Michigan’s largest airport with close to 18 million enplanements per year.
- Numerous bicycle and pedestrian trails exist in the region, focused on both transportation and recreational use.
- Amtrak services with links through this region and to Chicago. Annually, 95,000 passengers, board and 94,000 deboard in this region.
- The Detroit Transportation Corporation provides transit services via rail a fixed guideway system in downtown Detroit.
- Oakland and Wayne Counties are served by intercity bus.
- Countywide transit services are available in all counties through a combination of providers, including the Detroit Department of Transportation within the city of Detroit, Suburban Mobility Authority for Regional Transportation within suburban Oakland, Macomb, Wayne and Monroe Counties, and the Blue Water Transportation Commission in St. Clair County. Total annual ridership for these providers is 45 million.
- The Local Rideshare Office and MichiVan provide information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.
- Two intermodal passenger terminals in Oakland County; an intercity bus passenger terminal in Wayne County and one in Oakland County; two passenger rail terminals in Wayne County and one rail passenger terminal in St. Clair County.

Freight Travel Character (truck, rail, air, water, intermodal terminals)

- Freight travel in and through the area is extensive and on all modes.
- The region supports the nation’s largest border crossing with Canada.
 - Two-thirds of the US/Canada trade moves by truck. From 2001 through 2005 approximately 43 percent of all US/Canada trade moved through just two of Michigan’s international crossings.
 - In 2005, \$47.8 billion of the value of trade was moved by truck and 27.4 percent or \$19.7 billion was moved by rail in this region.
- Extensive rail freight service exists both east west via CN, CP, CSX, and NS; and north south via CN, CSX, NS, and ConRail.

- Marine services are available at six water ports; the port facilities handle 23.6 million tons per year.
- Air cargo facilities at Detroit Metro handle over 272,000 tons of air freight annually.
- Willow Run, a General Aviation Airport is activity working to serve regional industries and attract a growing amount of air cargo.
- There are six rail freight intermodal terminals within the region.

Border Crossings

- Michigan has eight international border crossings within this region including the Ambassador Bridge, Detroit-Windsor Tunnel, Detroit-Windsor RR Tunnel, Detroit-Windsor Ferry, Walpole Algonac Ferry; Port Huron Rail Tunnel (St. Clair Tunnel), Blue Water Bridge in Port Huron, and the Blue Water Ferry at Marine City.
- Nearly 30 million vehicles, including 5 million trucks, cross Michigan's four vehicular international border crossings each year.
- The Ambassador Bridge in Detroit is the busiest international border crossing in the United States with 6.2 million passenger cars crossings and 3.3 million truck crossings per year.
- The Blue Water Bridge is the fourth busiest US/Canada crossing and the second busiest commercial border crossing between the US and Canada. Truck travel on the bridge has increased from 1.1 million in 1994 to 1.6 million in 2001. In 2005, a total of 5.5 million vehicles crossed the bridge.
- The Detroit Metropolitan Airport, Willow Run Airport, and the General Aviation airport in Port Huron offer international customs inspections services for both passenger and freight cargo within the region.

Barriers, Gaps, Missing Links

- According to, *An Initial Assessment of Freight Bottlenecks on Highways*, Appendix C, <http://www.fhwa.dot.gov/policy/otps/bottlenecks/appc.htm>, both I-94 and I-96 have some of the worst bottlenecks in the US as they enter into the Detroit metropolitan area.
- Population and land use patterns are shifting in the region and suburban growth will stretch the capacity of the existing infrastructure on the fringes of this region.
- Maintaining traffic and assuring adequate access is provided for both long-haul freight and local traffic moving through this region will be a challenge as the department continues to rehabilitate its aging transportation infrastructure within this region.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.

Corridor Value

- The multi-modal corridors in the region are some of the most heavily traveled in the state. Interstates 94, 75, 96, 696, and 275 carry some of the highest values and volume of freight in the state. Some of the states highest volumes and dollar values of rail freight is also in this region. Key intermodal connections occur within region as well. Rail freight traveling on the corridors with in this region is among the highest volumes and values in the state. In total, this region's transportation system supports over 40 percent of Michigan's jobs and population. The I-94 and I-75 corridors within this region carry the highest volumes of freight and passenger vehicles of any region within the state.

Existing and Future Conditions

- Much of the region's roadway infrastructure is aging and in need of modernization and reconstruction.
- Because of the density and travel patterns in this region, the transportation system operates as more of a network rather than as independent corridors, activities and conditions on each corridor is interdependent with other corridors in the region and travel patterns and conditions are synergistic. Strategies and operational changes need to be advanced with regard to the interdependence of all the corridors within the network.

Linkages

- Almost all of the Corridors of Highest Significance identified in the *MI Transportation Plan* join or enter this region.
- Many of the roadway corridors in this region also connect to Port Huron/Lansing/Indianapolis and the Port Huron/Chicago (I-69) corridors and to US 24, M-39, and M-10.
- Roadway, railroad, airport and water port connectivity in this region is also strong.

Opportunities

- The region offers potential for business and industry growth - it has two of the state's 24 tax-free zones that provide incentives for business development and six Smart Zones with incentives to assist and attract businesses to the region; strong economic development partnerships already in place such as Automation Alley, Detroit Renaissance, Detroit Partnership and many other community economic development agencies providing numerous opportunities to undertake future innovative projects to further enhance this region's economy and transportation system.
- Urban renewal in urbanized core activity centers within this region offers opportunities to fully utilize existing transportation infrastructure.
- The potential future addition of a light rail line running from Ann Arbor to downtown Detroit provides this region with an opportunity to provide improved access from areas outside of this economic region.
- ITS and operational improvements to fully maximize the operating performance of the transportation system.
- SMART offers a diverse set of transit services with increasing ridership. With the exception of a few individual communities that have recently opted out of SMART, millage support for SMART has been steady.
- DDOTs' ridership has decreased, largely as a result of service cuts due to local funding constraints.
- SEMCOG transit study to access federal New Starts earmark in SAFETEA LU for rapid transit between Ann Arbor to Detroit, including Metro airport is nearing completion.
- DDOT transit study to access federal New Starts earmark in SAFETEA LU for rapid transit in city of Detroit and several adjacent communities is underway.
- New express intercity bus service – Detroit to Chicago – started by Megabus.com in April 2006.
- Detroit is an important connection point for intercity bus and rail, including Amtrak Thruway Motorcoach Connections.
- Intercity bus service from Detroit to Flint and Detroit to Lansing provided by Greyhound Lines with no state subsidy. Greyhound's services everywhere in the nation are subject to change.
- Regional Transit Coordinating Council (RTCC) has committed to playing a stronger role in coordinating the transit services of DDOT and SMART to implement the "DARTA" vision.

Regional Corridor Strategies

- Over the next 30 years MDOT will improve roadway or system conditions consistent with asset management strategies of the Department; improve connectivity with international border crossings; improve freeway to freeway interchanges as a way to improve the transportation network; provide for priority bridge replacements; and continue to strive to maintain good pavement conditions along all of its trunkline corridors within this corridor.
- Multi-modal opportunities as part of every highway construction project for long-term flexibility toward meeting transportation mobility.
- Over the next 30 years MDOT will begin to implement the following capacity improvements within this region:
 - Widen I-75 from 8 Mile Road to M-59 in Oakland County;
 - Widen I-94 from I-96 to Conner Avenue in Detroit;
 - Widen M-59 from Crooks Road to Ryan Road;
 - Provide I-375 access improvements;
 - Improve the M-59/Crooks Road interchange;
 - Expand the Blue Water Bridge plaza and provide corridor improvements across the Black River;
 - Improve the I-96 Wixom Road interchange;
 - Enhance the Ambassador Bridge Gateway plaza and rehabilitate I-75; and
 - Provide a new Detroit River international border crossing.
- MDOT will seek opportunities to integrate multi-modal transportation systems throughout this region including but not limited to developing a new light rail line between Ann Arbor and Detroit, continue coordinating with Detroit Department of Transportation (DDOT), SMART, Monroe and St. Clair Counties, increase/improve carpool lot facilities, and bicycle and pedestrian facilities will be incorporated into future projects where feasible.
- Operational strategies such as signal timing, increased incident management, and maintenance of traffic practices during construction projects will be utilized.
- MDOT will continue to participate in the Regional Concept for Transportation Operations (RCTO). A RCTO is the collaboration and coordination between transportation system managers responsible for operating the transportation system on a day-to-day basis. The RCTO within the metro Detroit area serves the following three important functions;
 - Provides a mutual direction and vision for the future of transportation systems management and operations,
 - Enables elected and appointed officials to commit to a regional approach to transportation management and operations, and
 - Strengthens the linkage between regional planners and managers responsible for the day-to-day management of the transportation system.

- ITS advances will be expanded in key corridors to improve the operations of the region's transportation systems.
- Utilization of Vehicle Information Integration (VII) systems will be developed and tested within this region.
- MDOT will implement the recommendations from DIFT (Detroit Intermodal Freight Terminals) who are identifying recommendation to provide adequate intermodal connectivity through 2025 by expanding and or relocating intermodal terminals in the Detroit area.
- Continue to provide financial and technical assistance to local agencies to help them preserve existing transit and specialized services.
- Develop strategies that can be implemented at the local level to innovate public transportation services to meet the unique needs/demands of the aging population.
- Support communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Encourage intercity passenger carriers to evaluate and implement improvements in the areas of service coordination and use of technology to provide better information for users and potential users.
- Promote intercity high-speed rail as a key component of a balanced transportation system by expanding the coverage of the Incremental Train Control System (ITCS) in the corridor.
- Identify ways passenger rail service can alone or in coordination with intercity bus and/or local transit, be used to assist workforce commuters and business trips in regional efforts.
- Work with intercity carriers and Travel Michigan to promote Michigan as a travel destination.
- Encourage opportunities for infrastructure improvements between rail freight and rail passenger that reduce congestion and provide for improved on time performance.
- Assist in local/regional efforts to advance plans for new regional, rapid transit and new downtown transit services.
- Continue to support the MichiVan program to provide commuter alternatives.
- Continue to provide financial assistance to help preserve existing state subsidized passenger rail service.