

# Chapter 5

## Coordination with Statewide & Regional Plans

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Current federal legislation provides funding for surface transportation through FY 2026, and requires that state long range transportation plans must be reviewed by the local MPO. A review of state and regional safety plans must also be undertaken. This chapter includes a review of these documents.

### Michigan Mobility 2045 Plan

In November 2021, the Michigan State Transportation Commission approved the MDOT Michigan Mobility 2045 Plan, which serves as an update to the Michigan 2040 State Long Range Transportation Plan. This plan is a broad policy-oriented document which can be used to guide transportation investment decisions at all levels of government. It has identified strategic multimodal corridors along with general policy strategies, but has not programmed any specific projects or funding. The plan is flexible to accommodate the rapidly changing transportation demands of its citizens operating in a competitive global economy.

Public meetings were held to determine that the assumptions in the plan were consistent with the public’s perception. As a result of these meetings, MDOT developed the following long range vision for the state’s transportation system:

*“In 2045, Michigan’s mobility network is safe, efficient, future-driven, and adaptable. This interconnected multimodal system is people-focused, equitable, reliable, convenient for all users, and enriches Michigan’s economic and societal vitality.*

*Through collaboration and innovation, Michigan will deliver a well-maintained and sustainably funded network where strategic investments are made in mobility options that improve quality of life, support public health, and promote resiliency.”*

### Goals & Objectives

The transportation planning process historically defines goals and objectives, identifies problems, generates and evaluates alternatives, and develops short and long term plans. The Michigan Mobility 2045 Plan identifies six goals based on input from MDOT, stakeholders, public comments, national goals, and federal planning factors. Each goal is accompanied by measurable, outcome-based objectives that describe what must be done to achieve the goal and advance the MM2045 vision.

Figure 5-1  
Michigan Mobility 2045 Plan



### **Goal 1. Quality of Life**

Enhance quality of life for all communities and users of the transportation network.

### **Goal 2. Mobility**

Enhance mobility choices for all users of the transportation network through efficient and effective operations and reliable multimodal opportunities.

### **Goal 3. Safety and Security**

Enhance the safety and ensure the security of the transportation network for all users and workers.

### **Goal 4. Network Condition**

Through investment strategies and innovation, preserve and improve the condition of Michigan's transportation network so that all modes are reliable, resilient, and adaptable.

### **Goal 5. Economy and Stewardship**

Improve the movement of people and goods to attract and sustain diverse economic opportunities while investing resources responsibly.

### **Goal 6. Partnership**

Strengthen, expand and promote collaboration with all users through effective public and private partnerships.

The state's goals were reviewed and are consistent with those included in the JACTS 2050 Long Range Transportation Plan.

### **Strategic Multimodal Corridors**

In the MM2045, MDOT defined a network of strategic multimodal corridors representing an integrated, multimodal system to support the safe and efficient movement of people, services, and goods. Corridors that traverse through Jackson County include the I-94 corridor and US-127 corridor. A report was conducted on these corridors, which included information regarding traffic safety, infrastructure condition, multimodal assets/services, traffic, and congestion. This information was provided for each corridor statewide and for each section within the University Region, where Jackson County is located.

The Michigan Department of Transportation has stated its continuing commitment to on-going public involvement in its current planning activities as well as in future Michigan Mobility Plan updates.

### **Supplement Plans**

The Michigan Mobility 2045 Plan is the first of its kind to incorporate two federally required documents: the State Rail Plan and the State Freight Plan. Combined, these three documents provide a streamlined vision of Michigan's transportation future across all modes. MM2045 also incorporates the statewide Active Transportation Plan, which provides a vision for walking and cycling infrastructure across the state. The Jackson MPO used these supplementing plans as resources in the development of the 2050 LRTP and other local and regional plans.

## 2023-2026 State of Michigan Strategic Highway Safety Plan

The 2023-2026 State of Michigan Strategic Highway Safety Plan (SHSP) was completed by the Governor’s Traffic Safety Advisory Commission in January 2023. Four emphasis areas were identified with the mission to “Apply the Safe System Approach through statewide strategies and initiatives that accommodate human mistakes and injury tolerance levels to move Michigan Toward Zero Deaths.” The overall vision of the document is to “Eliminate fatal and serious injury crashes on Michigan’s roadways” with the specific goals of eliminating the state crash fatalities from 1,131 in 2021 to 0 by 2050 and eliminating serious injuries from 5,979 in 2021 to 0 by 2050. Data from the Office of Highway Safety Planning shows an upward trend in fatalities and a downward trend in serious injuries. Deaths in 2021 were up 10.02% since 2017 however, incapacitating injuries were down 1.73% in 2021 since 2017.

Figure 5-2  
2023-2026 Strategic Highway  
Safety Plan



### Emphasis Areas and Action Teams

The 2023-2026 SHSP is focused on addressing four broad emphasis areas: High-Risk Behaviors, At-Risk Road Users, Engineering Infrastructure, and System Administration. Within the emphasis areas, action teams were created to provide targeted guidance on area-specific safety issues. The emphasis areas and action teams are listed below:

- High-Risk Behaviors
  - Distracted Driving
  - Impaired Driving
  - Occupant Protection
- At-Risk Road Users
  - Commercial Motor Vehicle Safety
  - Drivers Age 20 and Younger
  - Motorcycle Safety
  - Pedestrian and Bicycle Safety
  - Senior Mobility and Safety
- Engineering Infrastructure
  - Traffic Safety Engineering
- System Administration
  - Traffic Incident Management
  - Traffic Records and Information Systems

## Strategies

Strategies have been outlined for each action team. Some strategies that are pertinent to the Jackson MPO are identified below:

- Identify and promote the use of best practices when designing and operating facilities.
- Raise awareness of pedestrian and bicycle safety.
- Recognize successful pedestrian and bicycle safety initiatives.
- Determine focus communities, cities, and agencies for priority assistance using data.
- Provide recommendations related to pedestrian and bicyclist safety legislation.
- Support, promote, and implement the Toward Zero Deaths national policy.

The Region 2 Planning Commission agrees with the data and strategies presented in the 2023-2026 State of Michigan Strategic Highway Safety Plan. For more information and a full list of strategies, please refer to the 2023-2026 State of Michigan SHSP.

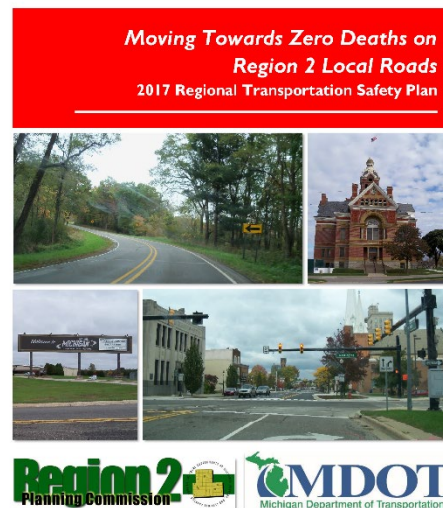
### 2017 Regional Transportation Safety Plan

The overarching goal of the Regional Transportation Plan is the reduction of fatal and serious injury crashes within Hillsdale, Jackson, and Lenawee Counties, which form the boundaries of Region 2. The vision and mission of the plan are guided by the Michigan SHSP and are as follows: “Move Toward Zero Deaths” and “Improve traffic safety on local roads by fostering improved safety, communication, coordination, collaboration, and education within the three counties.”

Three goals were created based on crash history data in the region and concerns raised by local stakeholders:

- Identify three safety partners to increase awareness.
- Reduce traffic fatality crash rates per 100 million vehicle miles travelled (MVMT) from .0035 in 2015 to .0026 in 2025.
- Reduce serious traffic injury crash rates per 100MVMT from .0148 in 2015 to .0081 in 2025.

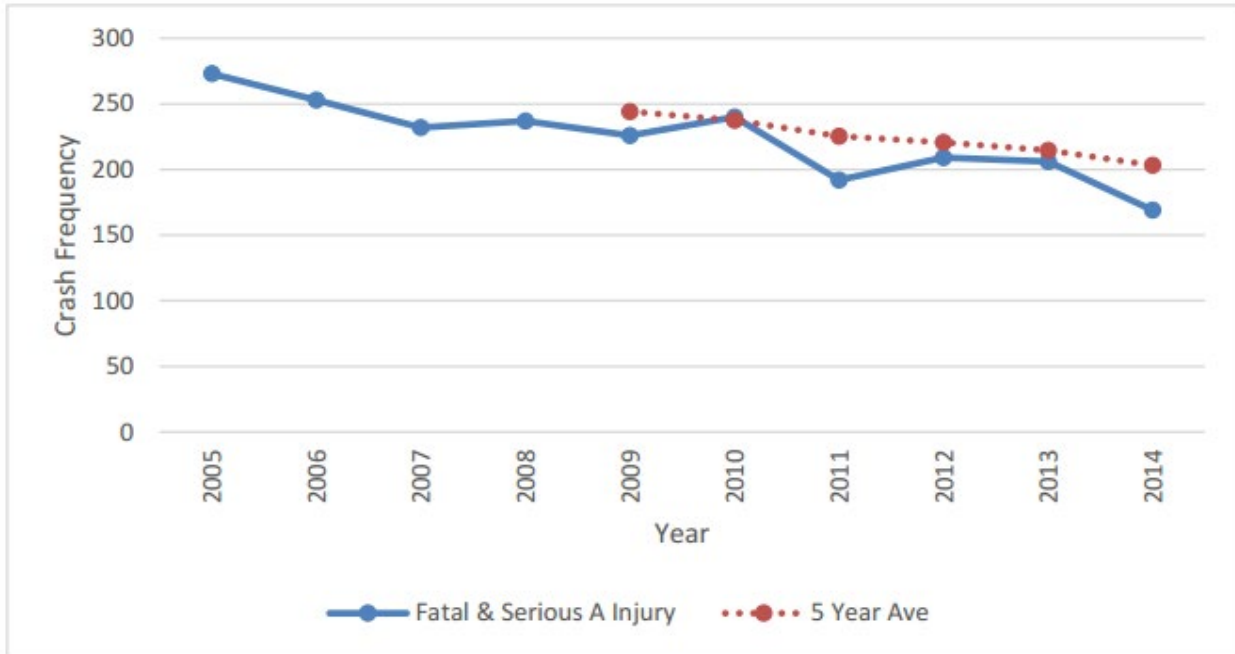
Figure 5-3  
2017 Regional Transportation  
Safety Plan



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**Figure 5-4**  
**Region 2's Historic Fatal & Serious Injury Crash Frequencies**



The plan identifies six emphasis areas: at-risk driver age groups, driver behavior, impaired drivers, intersection related, non-motorized, and single vehicle crashes. The emphasis areas and guidance from stakeholders were used to categorize practical treatment strategies for addressing the identified target crashes. Strategies were identified for each emphasis area. The document is intended to provide guidance to local agencies regarding local areas of concern.