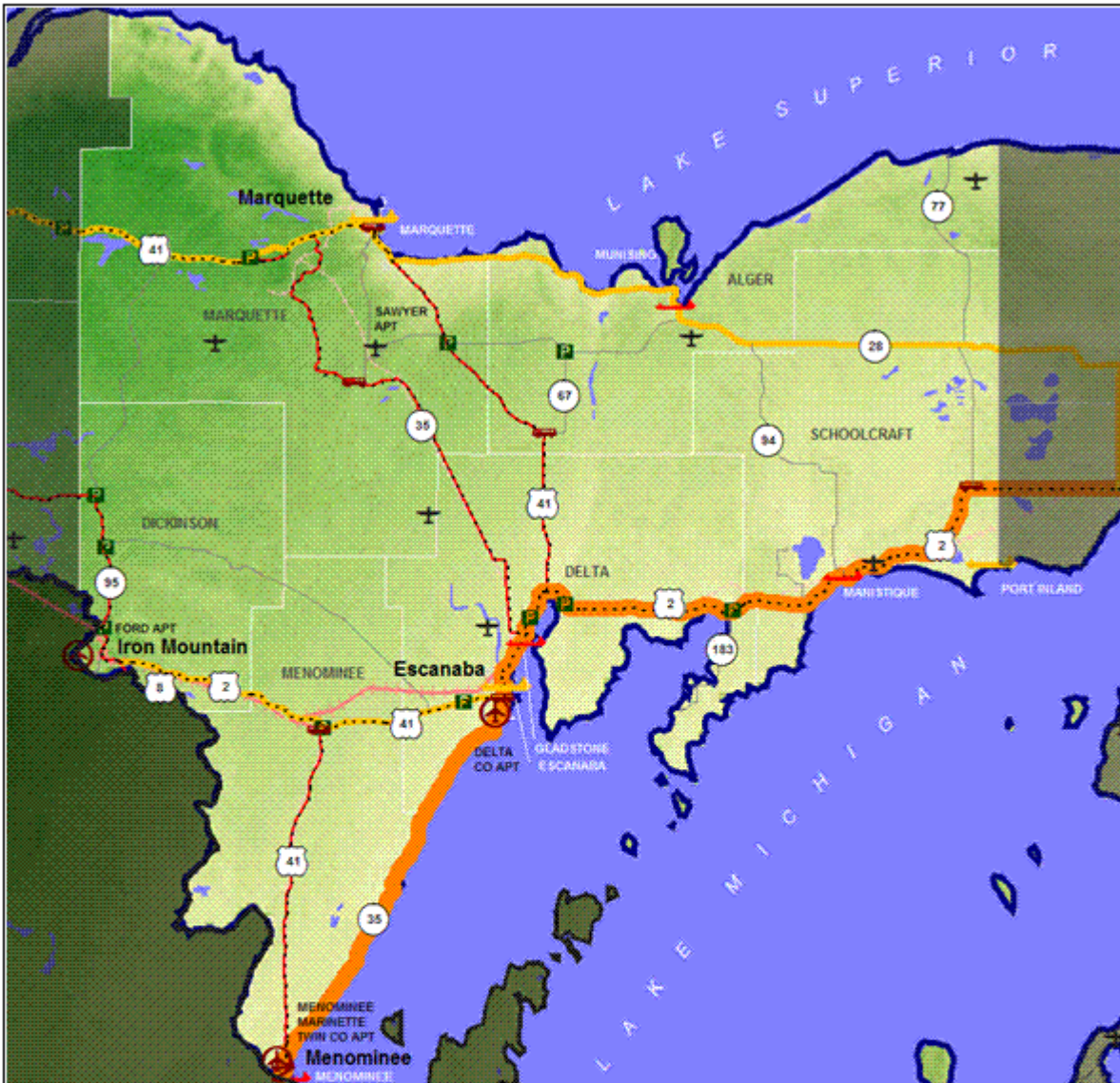


12 Central Upper Peninsula Michigan Economic Region Corridor Summary



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

The region is rural and heavily forested with numerous small inland lakes. The Upper Peninsula has 8.7 million acres (or 80%) of the forested acres in Michigan.

- Tourism, service industries, mining, and forest based/timber industry provide the region's primary job base.
- 2030 anticipated employment growth in health care, computers, and education industries.
- Most of the region's per capita income is below the state average. Alger is the lowest with a per capita annual income of \$16-20,000/year; Marquette, Menominee, Delta, and Schoolcraft are at \$20-25,000; and Dickinson is at \$25-30,000 (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- Region includes part of the Great Lakes Circle tours; Picture Rock National Lakeshore Park (that attracts over 450,000 visitors/year) and other national forest areas; numerous state parks and roadside facilities; that combined attract approximately 5 million visitor-days of travel/year.
- The region's post secondary institutions include Northern Michigan University and Bay DeKnoc Community College with a combined enrollment of approximately 7,000 students.

Corridors of Highest Significance

National/International: Mackinaw City–St. Ignace/Wisconsin (US-2)

Statewide Significance:
Houghton/Marquette/Sault Ste. Marie (M-28)

Counties: Marquette, Dickinson, Menominee, Alger, Delta, Schoolcraft

MI Transportation Plan Activity Centers:
Escanaba, Iron Mountain, Marquette, Menominee

MDOT Region: Superior

MPO and RPA: Central Upper Peninsula Planning and Development Regional Commission.

Quick Facts:

- 2005 Estimated Population 173,357 (1.7% of MI);
- 2030 Projected Population 180,403 (1.6% of MI);
- 2005 Estimated Employment 95,076 (1.7% of MI) - Approximately 13 percent retail trade; 6 percent food service; 6 percent construction; 7 percent health care; and
- 2030 Projected Employment 105,613 (1.6% of MI) - Anticipated growth in health care, computers, education.

Smart-Zone: None

Tax free Renaissance Zones:
Marquette, Delta

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

- Local residents and (seasonal) tourist from inside and outside Michigan travel on state and US routes.
- Neither interstate nor passenger rail services are in this region.



- Three small commercial airports at Iron Mountain, Marquette, and Escanaba with 77,000 enplanements/year.
- Numerous recreational based trails including snowmobile trails (that are used for personal travel) are in the area.
- Marquette, Alger, Delta, and Schoolcraft Counties have countywide transit services.
- Dickinson and Menominee counties have specialized transit services.
- Intercity bus currently serves all counties.
- There is an intermodal passenger terminal in Marquette County and one in Delta County.
- The Local Rideshare Office and MichiVan provide information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.

Opportunities

- The region provides incentives for business and industry growth - it has three of the state's 24 tax-free zones.
- The tourism industry also provides economic opportunities.

Barriers, Gaps, Missing Links

- Integrating long-distance Canadian freight traffic passing -through the region with local travel and tourism traffic.
- Speed differential between tourist traffic wanting to “see the sights” and long-distance and logging trucks for timber and paper mill industry wanting to move quickly.
- Hills and terrain.
- Rail cars in the area are inadequate for the need but commercial railroads do not feel it is profitable to add more.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.
- Intercity bus service is dependent on state subsidy. Greyhound Lines serves the Upper Peninsula via state subsidy but has opted to no longer provide this service as of January 2007. Adjustments to Upper Peninsula service are likely with a new carrier.

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

- Seven commercial water ports including the port near Houghton that handles 24.4 million tons/year - primarily iron ore from the local mines.
- Rail service, east west, on CN and Lake Superior Ishpeming (LSI) primarily for timber, paper mills, and iron ore industries.
- Region carries Canadian truck traffic passing through the area to get to western Canada and Wisconsin.
- No major intermodal terminals are located within the region.

Corridor Value

- Corridors in the region primarily serve passenger travel and a significant amount of tourism travel from both in-and out-of-state.
- Corridors also serve timber and paper mill industries. Serve a portion of the Upper Peninsula's economic base that includes the \$720 million timber industry with 16,020 jobs statewide.

Existing and Future Conditions

- Corridors are in adequate condition and primarily need continuing maintenance and preservation.

Linkages

- Statewide and regional corridors within the region continue east west and connect to north south corridors at I-75 for longer-distance travel.
- Passenger air service is connects with major Airports hubs.
- Rail lines connect to CN and Wisconsin Central.
- LSI connects the mines to the water ports and larger rail network.

Regional Corridor Strategies

- MDOT will continue to strive to maintain good pavement conditions along all of its trunkline corridors within this region.
- Opportunities to integrate multi-modal transportation systems throughout this region will be sought including increased/improved carpool lot facilities, and bicycle and pedestrian facilities will be incorporated into future projects where feasible.
- The department will continue to coordinate improvement and management practices with key local stakeholder groups along corridors with unique recreational characteristics, such as the heritage routes, which run through this region.
- MDOT will continue their program to add hill-climbing and passing relief lanes as needed.

- Add or enhance long-distance bicycle trails; continue to provide and improve snowmobile crossings; improve coordination with other state agencies.
- Access Management on strategic sections of the regional and local roadways.
- MDOT will continue to coordinate improvements and management practices with key local stakeholder groups along corridors.
- 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.
- Encourage local transit agencies to evaluate the potential to expand to countywide service to increase service availability, increase opportunities for transfer to transit systems in neighboring counties for trips that need to cross county lines, and to increase opportunities to transfer to intercity bus and passenger rail.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Continue to provide financial assistance to help preserve existing state subsidized intercity bus service.
- 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.