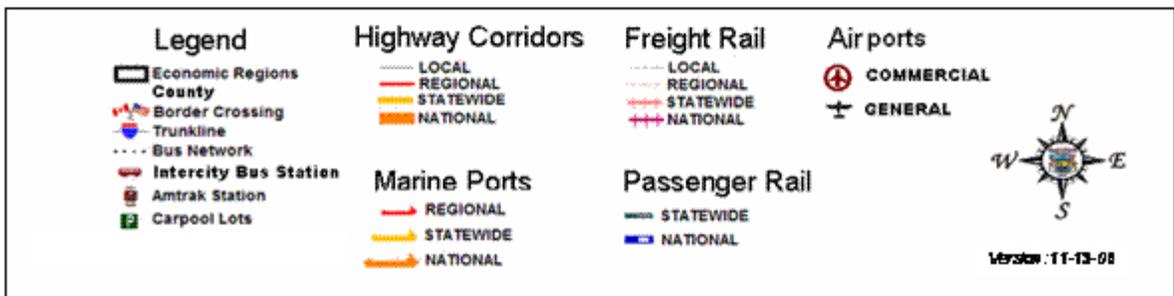
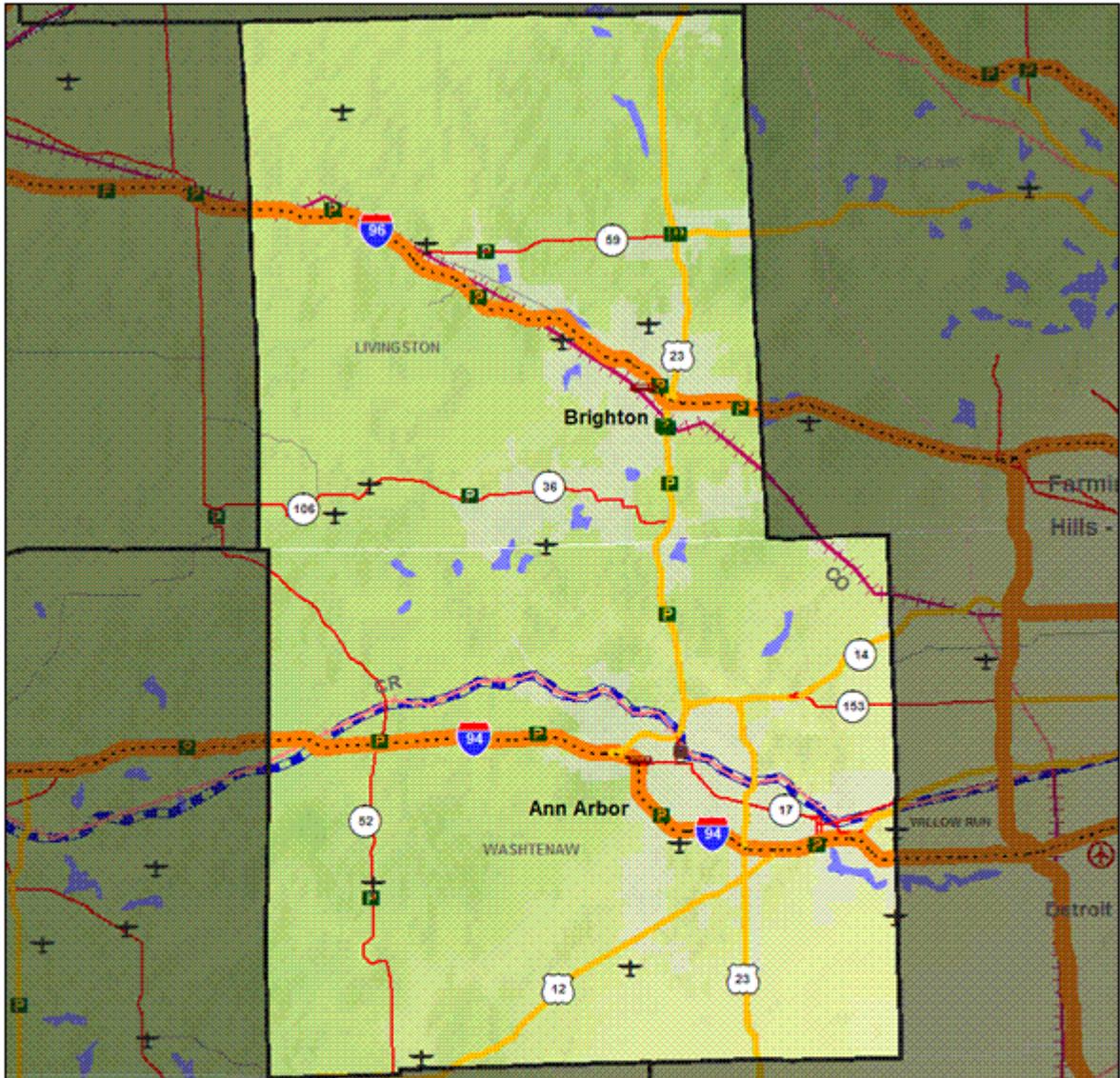


1 A Greater Ann Arbor Economic Region Corridor Summary



Regional Economic and Travel Profile

Key Economic Activities in the region

The Greater Ann Arbor region is rapidly urbanizing.

- Population and employment growth has been some of the highest in the state since 1980 and is expected to continue to grow. (Livingston County's population growth was 81 percent from 1980 to 2005).
- The region has nine post secondary institutions with an enrollment of approximately 77,000 students including the University of Michigan and Eastern Michigan University.
- Retail trade; professional and technical services; administrative support services; motor vehicle manufacturing, and food services provide the region's current top industries by number of employees.
- The top growth industries for 2030 are anticipated as health services.
- The region has the one of the state's highest per capita incomes in the state at \$35,000-\$40,000 (Source: US Bureau of Economic Analysis Michigan's 2003 average annual per capita income is approximately \$31,600).
- Three state parks and numerous roadside facilities are in the region.
- The area attracts close to 2.9 million visitors who stay in the area approximately 5 million person-days/year.
- Nine medical facilities and hospitals serve the area.

Corridors of Highest Significance

National/International: Detroit/Chicago (I-94); Muskegon/Grand Rapids/Lansing/Detroit (I-96)

Statewide Significance: Flint/Toledo (US-23)

Counties: Livingston, Washtenaw

MI Transportation Plan Activity Centers: Ann Arbor, Brighton

MDOT Region: University

MPO and RPA: The Southeast Michigan Council of Governments (SEMCOG) – part of a seven county MPO that includes the metro Detroit, and Livingston and Washtenaw Counties. In Washtenaw County the Washtenaw Area Transportation Study serves as the primary coordinating agency for transportation activities

Quick Facts:

- 2005 Estimated Population 529,814 (5.2% of MI);
- 2030 Projected Population 726,396 (6.4% of MI);
- 2005 Estimated Employment 387,159 (6.8% of MI) - Approximately 8 percent retail trade; 7 percent professional, technical services; 4 percent administrative; 4 percent motor vehicles; 4 percent food services; 4 percent construction; and
- 2030 Projected Employment 487,276 (7.5% of MI) - Growth anticipated in health services industries.

Smart Zones: Ann Arbor / Ypsilanti- University of Michigan and Eastern Michigan University
Tax-free Renaissance Zones: none

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

- Local residents and visitors have their choice of many Interstate, state, and local routes in this region.
- The Detroit Metro Airport is within an hour commute from all points within this region and provides service for over 18 million enplanements/year.
- Livingston County has countywide transit services serving 72,500 passengers annually.
- Washtenaw County has two providers of community transit services and specialized transit services. Within Washtenaw County, urban transit services are available in the greater Ann Arbor area serving 5 million passengers annually.
- The Local Rideshare Office and MichiVan provides information on ridesharing opportunities as well as ridematching services to link potential car and van pool participants.
- Washtenaw County is served by intercity bus.
- Amtrak services with links to Detroit and Chicago through this region. Annually 64,000 passengers board and 62,000 passengers deboard in this region.
- There are separate Greyhound and Amtrak passenger terminals (permanent, dedicated facilities).
- Bicycle and pedestrian trails exist within the urbanized and suburban areas in the region.

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

- Most freight moves through the area by truck on highway; east west on I-94 and I-96 and north south on US-23.
- Willow Run Airport, is adjacent to the region in Wayne County, and is a fast growing air cargo, General Aviation Airport.
- Rail freight service moves east west on CSX and Norfolk Southern and north south on short-line services including MDOT owned, Great Lakes Central North and the Ann Arbor line.
- This economic region has no water ports and no major intermodal terminals.

Corridor Value

- The multi-modal corridors in the region are among the most heavily traveled in the state. Interstates 94 and 96 carry the highest dollar values and volume of travel in the state. Rail freight traveling on the corridors within this region is among the highest volumes and dollar values in the state. There are also large volumes of passenger travel in the corridor.

Existing and Future Condition

- Portions of the I-94 and US-23 corridors that pass through this region are in need of modernization. I-94 was constructed in the 1950's and is deficient based on their earlier design standards in terms of physical condition, capacity, and access. US-23 has several substandard interchanges and bridges that will need rehabilitation over the next 20

years. The I-96 corridor is a much newer design and in general is in good condition throughout this region.

Linkages

- Increased access for multi-modal transportation systems is critical within this region. Transit providers such as AATA provide key linkages between employment centers within and around Ann Arbor to employment centers throughout the region.
- National corridors run east west through the region and link to statewide corridors such as US-23 to connect for north south travel. These corridors link the Midwest's major industries and commercial centers to Michigan.
- Willow Run a strategic cargo airport is located within this region and Detroit Metro Airport, which is used for most air passenger service, is located just east of this region.

Opportunities

- This region offers great potential for business and industry growth. It has major universities, a strong professional and technology business climate and numerous hospital facilities.
- It is home to two “smart-zones” where technology innovation can be developed and is served by several major highway and rail corridors providing good access to markets for new innovative products.
- The region is expected to grow in population and employment.
- Ann Arbor is an important connection point for intercity bus and rail, including Amtrak Thruway Motorcoach Connections.
- The region’s per capita income is among the highest in the state.
- Ann Arbor area transit system offers a very diverse and innovative set of transit services within the city and neighboring communities. Countywide transit service is being evaluated.
- There is strong local support for transit in Ann Arbor area.
- For Livingston County, increased federal transit funding associated with the expanded urbanized area boundaries in the 2000 census is an asset for growing services to meet the growing population. Transit system is currently evaluating service needs and opportunities.
- 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.

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 freight 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.
- Integrating freight traffic with local traffic.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.
- Intercity bus service is provided by Greyhound lines with no state subsidy. Greyhound services everywhere in the nation are subject to change.
- Suburban and urban bicycle trails need to be linked to provide for longer distance travel.

Regional Corridor Strategies

- Over the next 30 years, the department will begin to implement the following capacity improvements within this region:
 - Modernize US-23 between M-14 and I-96; and
 - Widen M-59 from Howell to US-23.
- MDOT will continue to strive to maintain good pavement conditions along all of its trunkline corridors.
- Opportunities to integrate multi-modal transportation systems throughout this region will be sought including but not limited to expanding AATA services northerly along the US-23 corridor, increased/improved 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; and increased collaboration with local agencies and emergency services will be utilized.
- ITS advances will be installed and implemented in key corridors to improve the operations of the region's transportation systems.
- Access Management on strategic sections of the regional and local roadways.
- Car pool lots will be added to encourage ride sharing.
- 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.
- 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 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.

- Continue to provide financial assistance to help preserve existing state subsidized passenger rail service.
- Identify ways passenger rail service can 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.