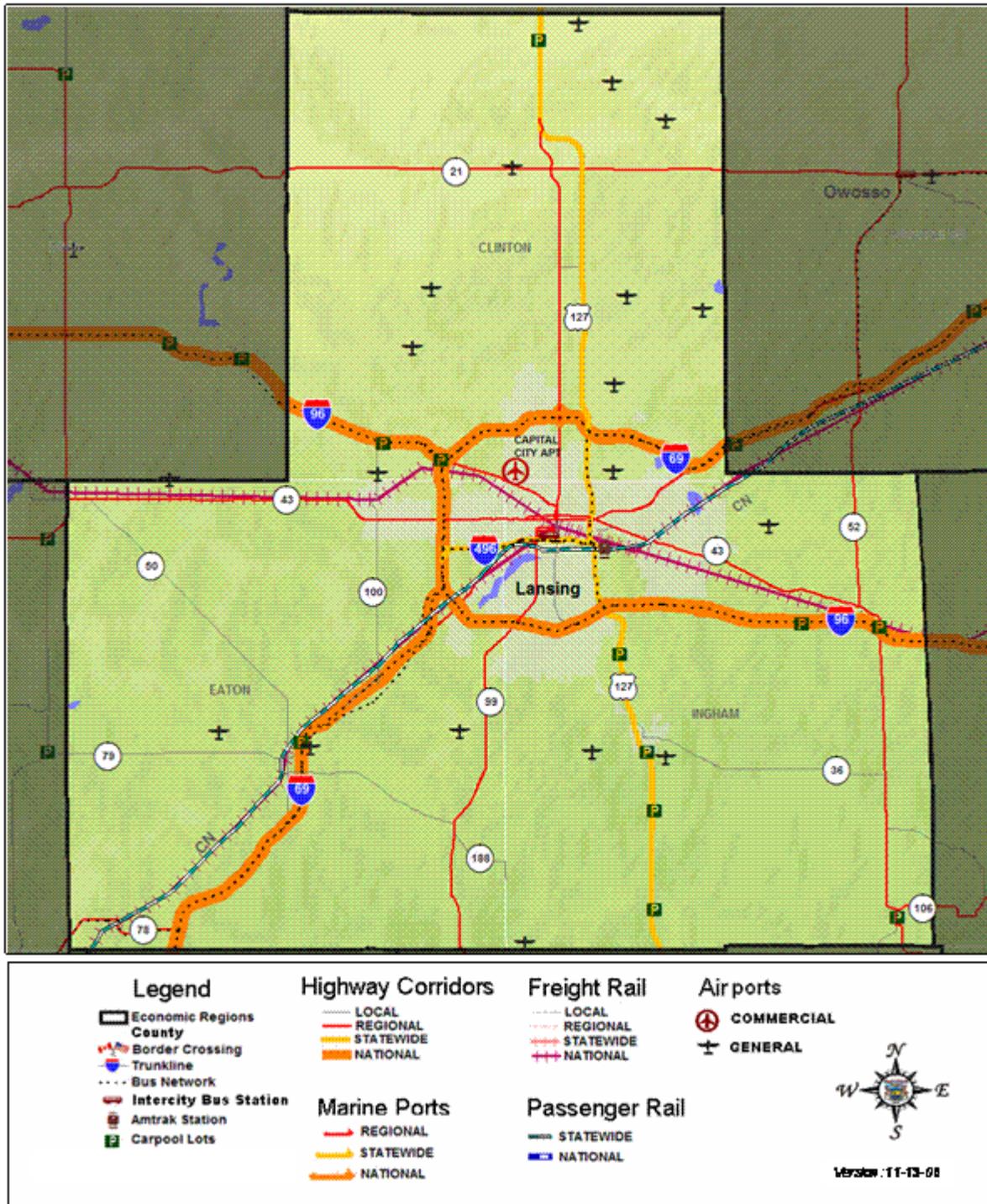


6 Greater Lansing Economic Region Corridor Summary



Regional Economic and Travel Profile

Key Economic Activities in the region

This region includes Lansing, the state capital.

- Professional/technical and administrative service industries and retail trade provide the region's primary job base; these include major employers such as state government and universities in the region.
- 2030 growth in health care and administrative jobs is anticipated.
- The per capita income in Clinton, Eaton, Ingham is \$25-30,000 slightly lower than the state average (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- The region is home to the Michigan State University and several other smaller colleges with a total regional enrollment of approximately 70,000.
- The region is the home of the state capital of Michigan and as such, many government-related employment opportunities are located within this region.

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

- Personal travel from inside and outside Michigan travel is on the many interstate, US, and state routes.
- Commercial passenger service is available in Lansing.
- There is Amtrak service with links to Port Huron and Chicago through this region. Annually, 20,000 passengers board and 19,000 passengers deboard in this region.
- All counties have countywide transit services.
- The largest transit provider serves the greater Lansing area with 9.4 million passengers annually.

Corridors of Highest Significance

National/International: Port

Huron/Lansing/Indianapolis/Chicago (I-69);

Muskegon/Grand Rapids/Lansing/Detroit (I-96)

Statewide Significance: Grayling/Jackson (US-127)

Counties: Clinton, Eaton, Ingham

MI Transportation Plan Activity Centers: Lansing

MDOT Region: University

MPO and RPA: Tri-County Regional Planning Commission (447,728 urban pop; 1,712 Square Mile).

Quick Facts:

- 2005 Estimated Population 458,201 (4.5% of MI);
- 2030 Projected Population 526,806 (4.7% of MI);
- 2005 Estimated Employment 289,504 (5.1% of MI) - Approximately 11 percent retail trade; 5.5 percent professional/technical services; 5.5 percent food services; 5 percent construction; 4 percent administrative support; 3.5 percent motor vehicle; and
- 2030 Projected Employment 343,804 (5.3% of MI) - Growth in health care and administrative jobs is anticipated.

Smart-Zone: Lansing Regional
– Michigan State University
Tax free Renaissance Zones:
Ingham

- There are two intermodal passenger terminals in Ingham County.
- Ingham and Eaton Counties are served by intercity bus.
- The Local Rideshare Office and MichiVan provide information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.
- Numerous sidewalks, bicycle and pedestrian trails are available throughout the Greater Lansing area.

Opportunities

- The region provides incentives for business and industry growth - it has three of the state's 24 tax-free zones.
- With the research presence of Michigan State University, offices of many statewide associations, and the state government resources, this region is uniquely positioned to develop innovative partnerships to address existing and future transportation needs. These resources should be tapped to conduct research and explore innovative solutions to meet the future needs of Michigan's transportation system.
- Greater Lansing transit agency has a nationally recognized general manager and diverse set of transit services including service for Michigan State University.
- There is a strong history of transit millage support, especially in Ingham County.
- Both areas of strength and weakness in terms of coordination among the three transit systems.
- Intercity bus service is provided by two carriers.
- East Lansing is an important connection point for intercity bus and rail, including Amtrak Thruway Motorcoach Connections.

Barriers, Gaps, Missing Links

- Additional bicycle and pedestrian accommodations.
- Regionalized transit service that spans the region.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.

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

- Freight travels on roadway, rail lines, and via air cargo; east west rail service is on CSX and CN; north south rail service is available on NS between Jackson and Lansing; much of the freight originates or is destined to the region serves the automotive industry.

- Approximately 15,000 tons of air cargo is handled annually in the region; Lansing has the third largest commercial air cargo tonnage in the state.
- No major intermodal terminals are located within the region.

Corridor Value

- Interstates 96 and 69 provides the region with strategic east west access to major activity centers located within and out of state and US-127 provides excellent north south access to the region's population and employers.
- Freight is primarily traveling through this region on roadways and rail.
- Rail freight traveling on the corridors within this region is among the highest volumes and values in the state.
- US-127 is a highly traveled tourist route in this region carrying tourists to the northern portion of the state.

Existing and Future Conditions

- Freight service is adequate based on the demands in the region.
- Major roadways are aging and in need of modernization and reconstruction.

Linkages

- Since this region is located near the geographic center of Michigan's Lower Peninsula, the multi-modal corridors, which run through this region, provide important connections to other economic regions in the state.

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.
- Operational strategies such as signal timing, increased incident management, and maintenance of traffic practices during construction projects will be utilized.
- Implement ITS strategies through the Greater Lansing area to more efficiently manage traffic flows.
- Access Management on strategic sections of the regional and local roadways.
- Add carpool lots to suburban growth area between Lansing and Flint.
- Increase coordination among counties in clearing snow to provide county-to-county uniformity.
- 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.
- Continue to provide financial assistance to help preserve existing state subsidized passenger rail service.
- 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 time performance.
- Continue to support the MichiVan program to provide commuter alternatives.