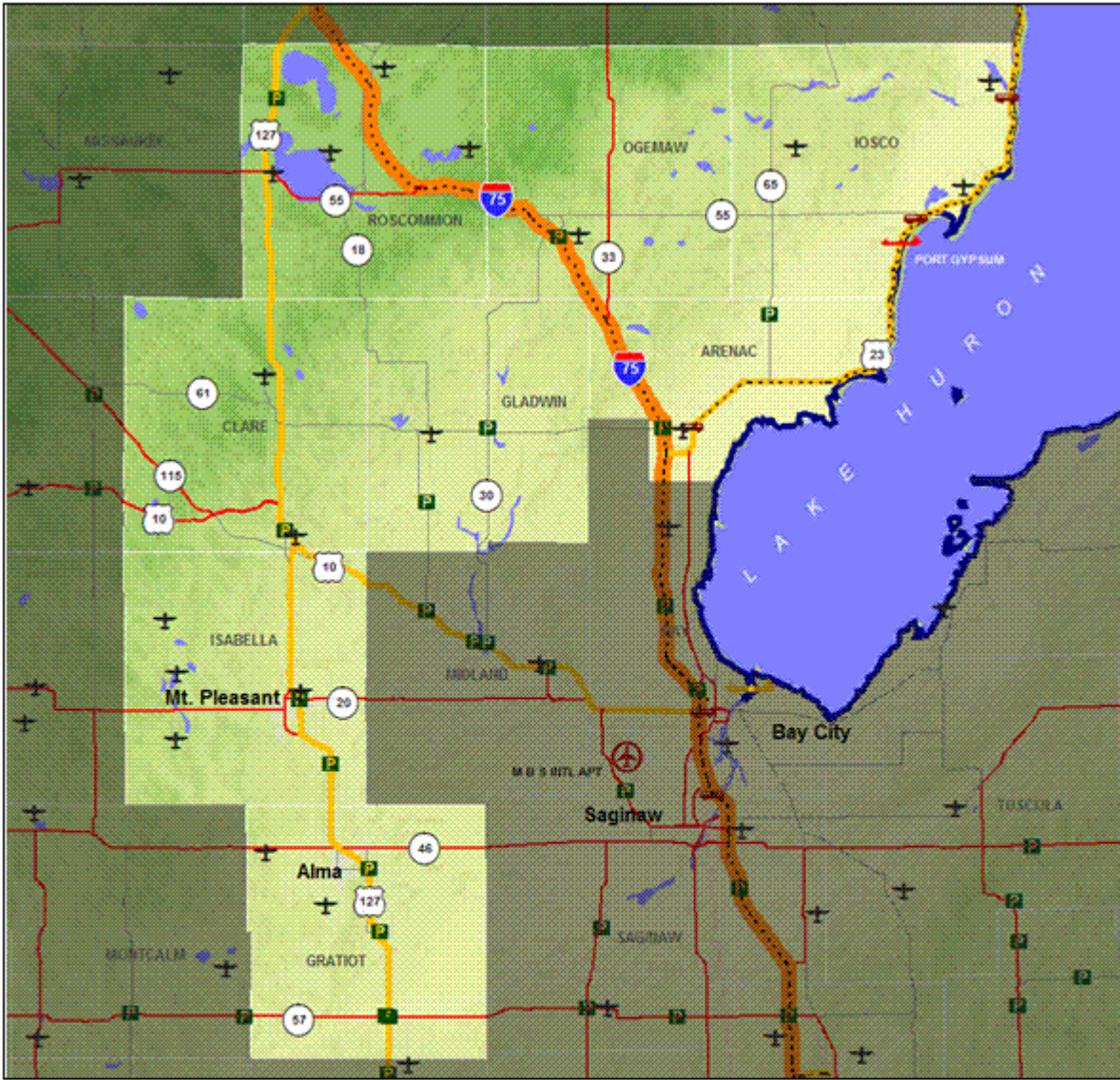


7A East Central Michigan Economic Region Corridor Summary



Legend	Highway Corridors	Freight Rail	Air ports
Economic Regions	LOCAL	LOCAL	COMMERCIAL
County	REGIONAL	REGIONAL	GENERAL
Border Crossing	STATEWIDE	STATEWIDE	
Trunkline	NATIONAL	NATIONAL	
Bus Network			
Intercity Bus Station			
Amtrak Station			
Carpool Lots			
	Marine Ports	Passenger Rail	
	REGIONAL	STATEWIDE	
	STATEWIDE	NATIONAL	
	NATIONAL		

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Regional Economic and Travel Profile

Key Economic Activities in the region

The region is rural, forested with numerous small inland lakes.

- Tourism, service industries, and forest based timber industry provide the region's primary job base.
- 2030 growth is anticipated in health care and professional/technical services.
- The per capita income of Roscommon, Iosco, Clare, Gladwin, Arenac, Isabella, and Gratiot Counties is \$20-25,000. These are all well below the state average. Ogemaw is one of the nine poorest counties in the state with an average per capital income of \$16,000 to 20,000. (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- Region includes: US-23, which is part of the Great Lakes Circle tour and also a Heritage Route; national forest areas; numerous state parks and roadside facilities; and attracts over 3.5 million visitor-days of travel/year.
- Three larger hospitals and many smaller medical facilities serve the area.
- The region has several post secondary institutions with an enrollment of approximately 29,000.

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

- Local residents and (seasonal) tourist on Interstate, US, and state routes.
- All counties have countywide transit services, except Gratiot County, which has small community transit providers.
- Arenac and Iosco Counties are served by intercity bus service.

Corridors of Highest Significance

National/International: Sault Ste. Marie/Bay City (I-75)

Statewide Significance: Grayling/Jackson (US-127); Mackinaw City-St. Ignace/Alpena/Standish (US-23)

Counties: Roscommon, Ogemaw, Iosco, Clare, Gladwin, Arenac, Isabella, Gratiot

MI Transportation Plan Activity Centers: Alma, Mt. Pleasant

MDOT Region: North, Bay

MPO and RPA: No MPO's; East Central Michigan Planning and Development Regional Commission (RPA).

Quick Facts:

- 2005 Estimated Population 262,340 (2.6% of MI);
- 2030 Projected Population 283,416 (2.5% of MI);
- 2005 Estimated Employment 122,536 (2.1% of MI) - Approximately 13 percent retail trade; 7 percent food services; 6 percent construction; 6 percent health care; and
- 2030 Projected Employment 138,471 (2.1%) - Growth is anticipated in health care and professional/technical services.

Smart-Zone: Mt. Pleasant Center for Applied Research and Technology-Central Michigan University

Tax free Renaissance Zones: Arenac, Clare, Gladwin, and Gratiot

- There is no passenger rail service in this region.
- There is no commercial air or passenger rail service in the area.
- The Local Rideshare Office and MichiVan provide information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.
- Several recreational based trails exist in the area.

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

- One small commercial water ports that handles 500,000 tons annually serves the area.
- Rail and air cargo service in the area includes general aviation airports and two regional rail/short-lines including an extension of the Great Lakes Central and Lake State Railway.
- Most freight traffic is on I-75 and is passing through the region destined for areas outside this region.
- No major intermodal terminals are located within this region.

Opportunities

- The region provides incentives for business and industry growth - it has three of the state's 24 tax-free zones.
- The growing tourism industry also provides economic opportunities.
- The majority of the area has countywide transit service, which can be an asset in providing cross-county rural transportation.
- Intercity bus service is dependent on state subsidy.
- New intercity bus service (through state subsidy) is being considered for Gratiot, Isabella, Clare and Roscommon Counties.

Barriers, Gaps, Missing Links

- There is a mix of travel purposes in the region and a need to integrate long-distance freight traffic that is passing-through with local and tourism traffic.
- Speed differential between the tourist traffic (on Fridays heading North and Sundays heading South) with commercial trucks carrying timber and other raw materials.
- With the exception of M-55, there are a limited number of east west corridors in the region.
- Senior population in Michigan is growing and will demand innovative transportation options for local and intercity travel.

Corridor Value

- Corridors in the region serve passenger travel and a significant amount of tourism travel from both in-and out-of-state.
- Corridors also serve casinos, agriculture and mining, the foundries, and cement industries in the region and further north.

Existing and Future Conditions

- Portions of the roadway corridors that pass through this region are in need of modernization. They were designed and constructed in the 1950's and will need rehabilitation over the next 20 to 30 years.
- Freight service is adequate for the need of this region.

Linkages

- Statewide and regional corridors within the region connect to north south corridors at I-75 and US-10 for longer-distance travel.
- M-55 is one of the few east west routes in the region.
- Rail lines providing freight services connect via short-lines/regional rail carriers to CN.

Regional Corridor Strategies

- MDOT will utilize operational strategies such as increased incident management and maintenance of traffic practices during construction projects especially along the I-75, US-127, and US-23 corridors as these are important tourism corridors.
- MDOT will work to shift truck traffic from I-75, US 23, and M-33 to M-65 to better distribute traffic.
- MDOT will strive to improve overall corridor condition and operation for all modes.
- MDOT will continue to strive to maintain good pavement conditions along all of its trunkline corridors.
- MDOT will seek opportunities and implement low-cost operational improvements to increase corridor mobility. These include but are not limited to geometric improvement, turning lanes, signal timing, visitor friendly signage, incident management, and maintenance of traffic practices during construction projects.
- MDOT will work with local governments to implement Access Management on strategic sections of the regional and local roadways.
- MDOT will implement ITS throughout the corridors of Highest National/International Significance, with a priority on urban sections.
- MDOT will identify opportunities to integrate multi-modal transportation systems throughout this region including but not limited to incorporating carpool lot facilities, and bicycle and pedestrian facilities into future projects where feasible.

- 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 support the MichiVan program to provide commuter alternatives.