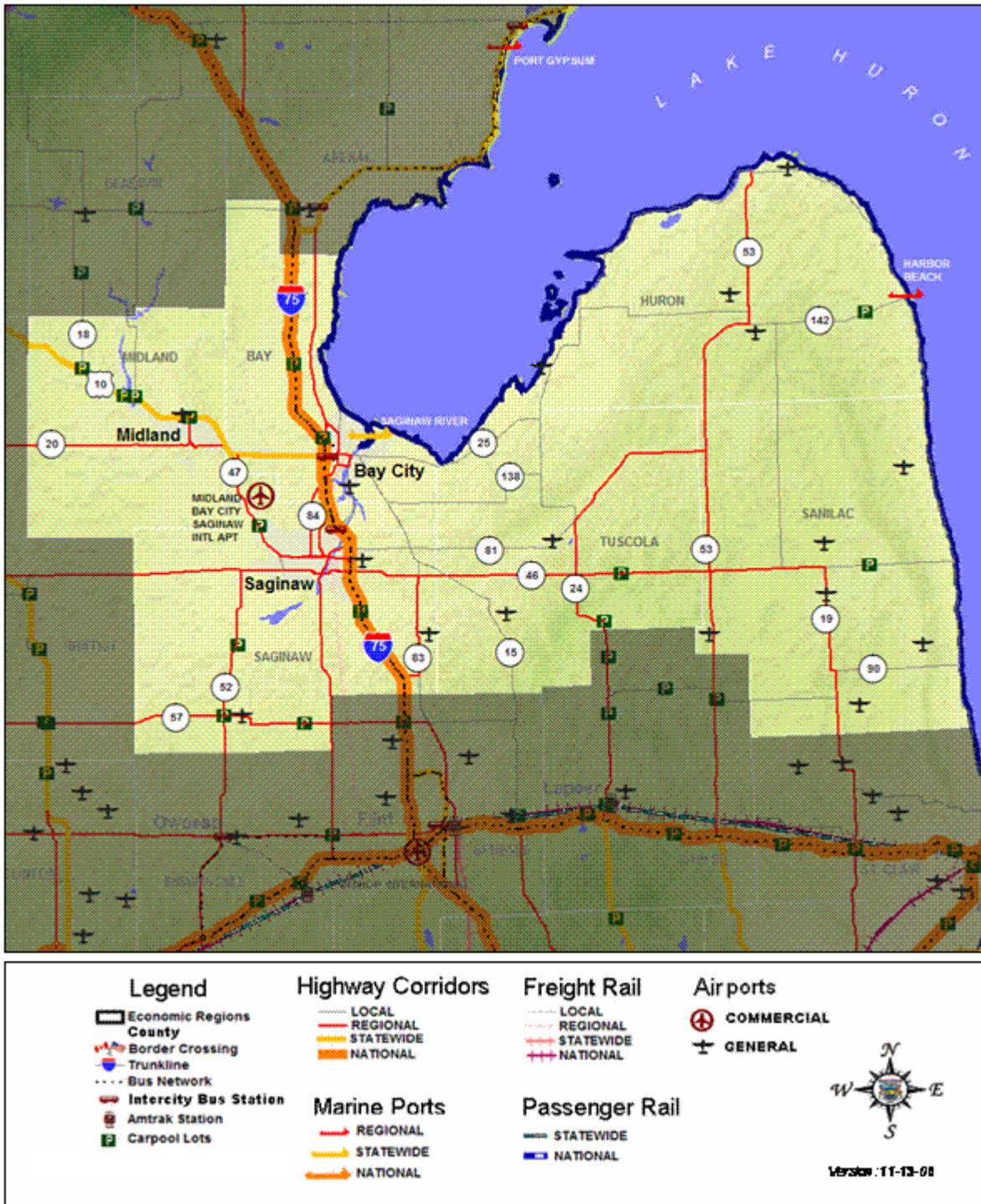


7B Greater Saginaw Economic Region Corridor Summary



Regional Economic and Travel Profile

Key Economic Activities in the region

The region transitions from rural in the North to increasingly suburban in the Bay City/Saginaw areas.

- Retail and services industries, as well as motor vehicle parts manufacturing provide the region's primary job base.
- 2030 Growth anticipated in health care; anticipated loss of 36 percent in motor vehicle employment.
- The per capita income of the region varies. Midland has the highest of the five counties with an annual per capita income of \$30-35,000; Huron Bay and Saginaw are at \$25-30,000, Sanilac and Tuscola are the lowest at \$20-25,000 (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- The region includes part of the Great Lakes Circle tours; state parks and recreational facilities; and attracts over 12 million visitor days of travel/year.
- Seven larger hospitals and several smaller medical facilities serve the area.
- The region has several post secondary institutions with an enrollment of approximately 24,000.

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

- Local residents and (seasonal) tourist from inside and outside Michigan travel on Interstate, US, and state routes.
- One commercial airport, Midland-Bay City-Saginaw (MBS) International Airport provides 201,000 enplanements/year.

Corridors of Highest Significance

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

Statewide Significance: None

Counties: Huron, Sanilac, Tuscola, Bay, Saginaw, Midland

MI Transportation Plan Activity Centers: Bay City, Midland, Saginaw

MDOT Region: Bay

MPO and RPA: Bay City Area Transportation Study (87,875 urban pop; 167 Square Mile); Saginaw Metropolitan Area Transportation Study (159,098 urban pop; 259 Square Mile) East Central Michigan Planning and Development Regional Commission (RPA).

Quick Facts:

- 2005 Estimated Population 540,643 (5.3% of MI);
- 2030 Projected Population 573,772 (5.1% of MI);
- 2005 Estimated Employment 284,073 (5.0% of MI) - Approximately 12.5 percent retail trade; 6 percent food services; construction 5 percent; professional/technical services 5 percent; motor vehicle 4.6 percent; and
- 2030 Projected Employment 298,393 (4.6%) - Growth anticipated in health care; anticipated loss of 36 percent in motor vehicle employment.

Smart-Zone: none

Tax free Renaissance Zones:

Huron, Sanilac, Saginaw, and Tuscola

- Midland, Bay, Huron, and Sanilac Counties all have countywide transit services.
- Saginaw and Tuscola Counties each have one community transit system.
- The two largest transit systems are in Bay County serving 630,000 passengers annually and the City of Saginaw serving 640,000 passengers annually.
- The Local Rideshare Office and MichiVan provide information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.
- Intercity bus service is available in Bay and Saginaw Counties.
- There is an Intermodal terminal are in Bay City and an intercity bus terminal in Saginaw.
- There is no passenger rail service in this region.

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

- Two commercial water ports handle approximately 5.6 million tons/year.
- Multiple regional rail/short-lines serve the cargo needs of Dow Chemical, agriculture, and auto plants in the region.
- No major intermodal centers are located within this region.

Opportunities

- There is a growing health care industry (Heart Center) in Saginaw.
- Good regional coordination among Bay, Midland and Saginaw transit systems, hindered somewhat by lack of countywide transit in Saginaw.
- Bay County has a strong transit history.

Barriers, Gaps, Missing Links

- Job loss in the area is generating more commuter traffic traveling to jobs in Southern Michigan.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.
- Intercity bus service in Bay County is dependent on state subsidy.

Corridor Value

- Much of the freight traffic passing through or originating or destined from the region moves on I-75 or on regional rail carriers.
- Corridors in the region also serve passenger travel and a significant amount of tourism travel from both in-and out-of-state.

Existing and Future Conditions

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

Linkages

- The corridors within the region provide north south linkages via I-75 and rail short line linkages in all directions.
- The region is just north of I-69 with east west connections and the CN line that links Port Huron to Chicago.

Regional Corridor Strategies

- Over the next 30 years the department will implement the following capacity improvements within this region:
 - Widen M-84 from I-75 to Bay City; and
 - Improve access to downtown Saginaw and M-13 from I-1675.
- Operational strategies such as increased incident management and maintenance of traffic practices during construction projects will be utilized especially along I-75, as this is an important tourism corridor.
- Car Pool lots on I-75 between Saginaw and Detroit will be added to address the increase in commuter 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 improvements, 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 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.
- Continue to support the MichiVan program to provide commuter alternatives.