9 North East Michigan Economic Region
Corridor Summary

Legend

- Economic Regions
- County
- Border Crossing
- Trunkline
- Bus Network
- Intercity Bus Station
- Amtrak Station
- Carpool Lots

Highway Corridors
- LOCAL
- REGIONAL
- STATEWIDE
- NATIONAL

Marine Ports
- REGIONAL
- STATEWIDE
- NATIONAL

Freight Rail
- LOCAL
- REGIONAL
- STATEWIDE
- NATIONAL

Passenger Rail
- STATEWIDE
- NATIONAL

Airports
- COMMERCIAL
- GENERAL

Version: 11-13-08
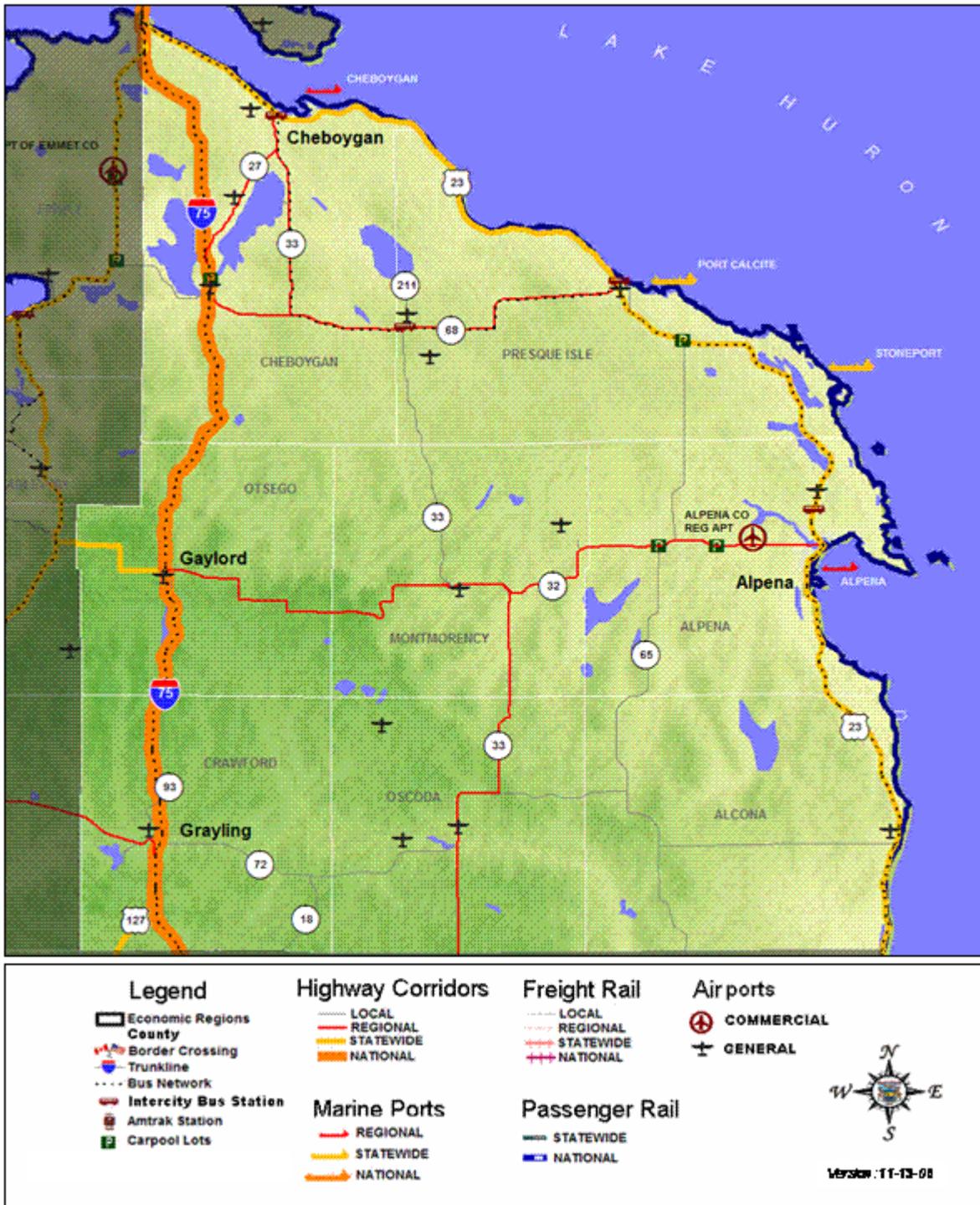
Key Economic Activities in the region

The region is rural, forested, with numerous small inland lakes; it also forms the eastern shore of Michigan along Lake Huron.

- Tourism and service industries provide the region's primary job base.

- 2030 growth is anticipated in health care, agriculture and mining industries.

- This is one of the poorest regions in the state. The per capita income for the entire region is below the state average. Cheboygan, Presque Isle, Otsego, Alpena, Crawford, and Alcona are $20-25,000/year; Montmorency and Oscoda $16-20,000. (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 tours as well as a Heritage Corridor for MDOT; national forest areas; numerous state parks and roadside facilities; and attracts over 10.6 million visitor-days of travel/year.

- The region has post secondary institutions with a combined enrollment of approximately 2,000.

- Alpena and Grayling have joint military/civilian use airports.

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

- Local residents and tourist travel primarily on state and US routes.

- One interstate (I-75) passes north/south and provides services to the western edge of the region.

Corridors of Highest Significance

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

Statewide Significance: Mackinaw City–St. Ignace/Alpena/Standish (US-23)

Counties: Cheboygan, Presque Isle, Otsego, Montmorency, Alpena, Crawford, Oscoda, Alcona

MI Transportation Plan **Activity Centers:** Alpena, Cheboygan, Gaylord, Mackinaw City, St. Ignace

MDOT Region: North

MPO and RPA: No MPO's, Northeast Michigan Council of Governments (RPA)

Quick Facts:

- 2005 Estimated Population 147,119 (1.4% of MI);

- 2030 Projected Population 158,087 (1.4% of MI);

- 2005 Estimated Employment 71,109 (1.2% of MI) - Approximately 14 percent in retail trade, 8 percent construction 6 percent food service; 4 percent social assistance; 3.5 percent real estate;

- 2030 Projected Employment 79,062 (1.2% of MI) - Growth is anticipated in health care, agriculture and mining.

Smart-Zone: None
Tax free Renaissance Zones: Presque Isle, Alpena

- One commercial airport at Alpena provides scheduled service to close to 10,000 passenger enplanements/year.

- All counties (except Oscoda) have countywide transit services with regional service provided in Alpena, Montmorency and Alcona Counties.

- Oscoda County has specialized transit services.

- Intercity bus serves Cheboygan, Presque Isle and Alpena Counties.

- There is no passenger rail service in this region.

- There are no passenger terminals.

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

- Four commercial water ports handle approximately 20.3 million tons/year.

- Regional/short-line rail service is available from the Bay City area north to Alpena and Gaylord for the mines and stone queries and the forest products/lumber industry and tankers.

- No major intermodal terminals are located within this region.

Corridor Value

- The corridors support the forest products, tourism, mining, and quarry activities in the region.

Existing and Future Conditions

- There are small points of congestion but nothing requiring capacity increases.

- I-75 requires ongoing and continuing maintenance.

Linkages

- The commercial airport in Alpena provides adequate service for the region.

- There are east/west linkages on M-323 and M-68, and north south linkages on I-75 and US-23.

Opportunities

- The region provides incentives to attract business and industry growth by offering two of the state's 24 tax-free zone locations.

- Land prices for vacation and retirement homes are noticeably lower than the western shore of Michigan and may provide opportunities for growth.

- The tourism industry may also provide economic opportunities.

- There is good regional transit coordination with formation of a new regional authority that serves Alpena, Montmorency and Alcona Counties.

Barriers, Gaps, Missing Links

- Road segments are dispersed with large distances between paved, all-season roads.

- 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.

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 increased incident management and maintenance of traffic practices during construction projects will be utilized especially along the I-75, and US-23 corridors as these are important tourism corridors.

- The department will continue to coordinate improvement and management practices with key local stakeholder groups along corridors with unique recreational characteristics such as the US-23 Heritage route, which run through this region.

- Access Management on strategic sections of the regional and local roadways.

- MDOT will advance the $12 million earmark and construct an east/west crossing of I-75 to improve mobility in the Gaylord area.

- MDOT will preserve and maintain the scenic, historic character of the Heritage Corridor.

- 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.