

**Features: The specific modalities, locations, technologies, connections, and so on that make up an ideal, functioning transportation system.**

**Table 2 Cross Tabulation of Public Input on Long Range Vision for Transportation: Features**

<i>Domain</i>	<i>EAG</i>	<i>Stakeholders</i>	<i>Public Meetings</i>	<i>Interviews</i>	<i>Survey</i>
<b>Travel Characteristics</b>	<ul style="list-style-type: none"> <li>• Transportation system considers state geography to enhance economic competitiveness and to offset perceived disadvantages</li> </ul>	<ul style="list-style-type: none"> <li>• Requirements for design (interdisciplinary) each mode and consumer considered</li> <li>• Corridors that match capacity in neighboring states</li> <li>• More fully maintained, multi-functional rest areas (bus terminals, state police post)</li> </ul>		<ul style="list-style-type: none"> <li>• Priority corridors should be included in MI Transportation Plan.</li> </ul>	
<b>Safety</b>				<ul style="list-style-type: none"> <li>• Safety (15 Stakeholders)</li> <li>• Improve safety and congestion.</li> </ul>	
<b>Security</b>	<ul style="list-style-type: none"> <li>• Improved &amp; secure border crossings:               <ul style="list-style-type: none"> <li>○ Bridges, tunnels, customs handling upgraded</li> <li>○ Intermodal facilities close to border crossings</li> </ul> </li> </ul>				
<b>Land Use</b>				<ul style="list-style-type: none"> <li>• A better connection between land use and transportation planning is needed.</li> </ul>	

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<b>Environment</b>		<ul style="list-style-type: none"> <li>• Design standards fit each community</li> <li>• Alternative energy systems for cars</li> <li>• Green space: integrate transportation system into the community and trail network</li> </ul>			
<b>Aviation</b>		<ul style="list-style-type: none"> <li>• Port visibility – optimize port usage through preservation for tourism</li> <li>• Maintain UP air service with good transportation access</li> <li>• International air cargo facility at Sawyer AFB</li> <li>• Adequate connection between modes within the state system <ul style="list-style-type: none"> <li>○ Airport as an unrealized economic engine, due to lack of connectivity to anywhere</li> </ul> </li> </ul>		<ul style="list-style-type: none"> <li>• Airports need to be better tied into cargo and port areas.</li> <li>• Need to improve and expand modal options for getting to and from airports.</li> <li>• Communication between state airports and local airports needs to be improved.</li> <li>• Modernize existing local and state airports.</li> </ul>	

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<b>Non-motorized Travel</b>		<ul style="list-style-type: none"> <li>• Completely integrated trail system (bikes/peds/snow mobiles) within and between communities (linked with other modes); no gaps – connected system; part of design process, not grass roots driven</li> <li>• Non-motorized transport included in all transportation plans <ul style="list-style-type: none"> <li>○ Non-motorized connections (lockers, racks, facilities) including connections to reduce motor vehicle trips</li> <li>○ Non-motor and non-auto lanes on every bridge</li> <li>○ More recreational trails and opportunities to support tourism</li> <li>○ Tail over Mack Bridge</li> </ul> </li> </ul>		<ul style="list-style-type: none"> <li>• Need to coordinate with local and regional agencies to establish a regional or state trail network.</li> <li>• Improve safety and increase facilities and public access.</li> <li>• Facilities need to be cleaned and maintained.</li> <li>• Continue to look for ways to integrate trails and facilities into the planning of roads and streets.</li> <li>• Create more walkable, higher density communities.</li> </ul>	
<b>Intercity Passenger</b>	<ul style="list-style-type: none"> <li>• High Speed Rail</li> </ul>	<ul style="list-style-type: none"> <li>• Reliable, effective transportation alternatives: <ul style="list-style-type: none"> <li>○ Point to point coordinated multi-modal transportation</li> <li>○ Front door to job – e.g., Washington DC</li> <li>○ Trolleys between</li> </ul> </li> </ul>		<ul style="list-style-type: none"> <li>• Intercity passenger rail (14 Stakeholders)</li> <li>• Additional support is needed for Amtrak and light rail.</li> </ul>	

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<b>Intercity Passenger (cont'd)</b>		neighboring communities <ul style="list-style-type: none"> <li>○ Rail service and infrastructure improvements</li> <li>● Connect major population centers with high speed rail at 200mph or more               <ul style="list-style-type: none"> <li>○ Ann Arbor – Detroit</li> <li>○ Pontiac – Detroit</li> <li>○ Grand Rapids – Detroit</li> </ul> </li> </ul>			
<b>Transit</b>	<ul style="list-style-type: none"> <li>● Reliable, effective alternatives to autos to assure people access to jobs and needed services, including non-drivers</li> </ul>	<ul style="list-style-type: none"> <li>● New development connected to transit</li> <li>● Transit connected to denser communities</li> <li>● Public transportation for aging population</li> </ul>	<ul style="list-style-type: none"> <li>● Highest financial priority</li> </ul>	<ul style="list-style-type: none"> <li>● Improve public transit (24 Stakeholders)</li> <li>● The public needs to be better educated about transit and how to use it.</li> <li>● Transit needs to be better integrated into the transportation system.</li> <li>● There needs to be a more balanced investment in transit.</li> <li>● Public transit needs to be expanded throughout the State.</li> <li>● There needs to be more funding options for transit.</li> <li>● Need to fix existing funding structure for transit.</li> <li>● Improve and expand the</li> </ul>	

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<b>Transit (cont'd)</b>				<p>transit system.</p> <ul style="list-style-type: none"> <li>• Low cost transit is needed in high density areas.</li> <li>• Cars and gas just keep getting more expensive making the situation worse.</li> <li>• The number of non-English speakers is growing and needs to be reflected in transit materials and advertising.</li> <li>• Increased transit service to the suburbs is needed.</li> <li>• Need to provide transit options that serve rural areas and older populations.</li> <li>• GPS to improve transit service.</li> </ul>	
<b>Highways, Bridges</b>		<ul style="list-style-type: none"> <li>• Consider new designs (elevated roads.) to minimize impacts and avoid sub-surface issues</li> <li>• Passing lanes every 5-7 miles</li> <li>• Better E-W corridors connections and a couple of good N-S corridors to connect communities and</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain current road system 2<sup>nd</sup> highest financial priority</li> <li>• Improving and expanding current road system 3<sup>rd</sup> highest financial priority</li> </ul>	<ul style="list-style-type: none"> <li>• Maintain and preserve the existing transportation system (28 Stakeholders)</li> <li>• Build new roads increase capacity (12 Stakeholders)</li> <li>• Add roadway capacity but only where needed.</li> <li>• HOV lanes to maximize</li> </ul>	

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<b>Highways, Bridges (cont'd)</b>		<p>help freight movement</p> <ul style="list-style-type: none"> <li>• Covered bridges (wooden)</li> </ul>		<p>the value of the highway system.</p> <ul style="list-style-type: none"> <li>• Promote the use of Smart Cars (cars equipped with advanced safety and navigation equipment).</li> <li>• Research and employ new striping and pavement technologies.</li> </ul>	
<b>Freight</b>	<ul style="list-style-type: none"> <li>• Improved freight systems: <ul style="list-style-type: none"> <li>○ Upgrade, build rail system to handle rising weight</li> <li>○ Separate passenger &amp; freight systems</li> <li>○ Upgrade ports and airports</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• More goods moved by water and rail and passenger</li> </ul>		<ul style="list-style-type: none"> <li>• Need to continue to study the movement of freight.</li> <li>• Freight needs to be better incorporated into the transportation system.</li> </ul>	
<b>Conditions, Performance</b>	<ul style="list-style-type: none"> <li>• System reliability, system condition is maintained</li> </ul>	<ul style="list-style-type: none"> <li>• Design standards for long term (e.g. road 50 years)</li> <li>• Optimize what we have</li> <li>• Reserve space in for future expansion in buying ROW (utilities for example)</li> <li>• Assure local access to highway ROW</li> <li>• Non-corrosive salt substitute</li> <li>• Heated snow removal</li> </ul>		<ul style="list-style-type: none"> <li>• Better quality preservation and maintenance of roadways is needed.</li> <li>• Asset management needs to be a priority.</li> <li>• "Fix it First" program needs to be continued.</li> <li>• Continuous maintenance and preservation is</li> </ul>	

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<b>Conditions, Performance (cont'd)</b>		(example: Minnesota. Towns using 1 boiler plant)		needed.	
<b>Economic Performance</b>				<ul style="list-style-type: none"> <li>Expand roadway network to meet economic development needs.</li> </ul>	
<b>Socioeconomics</b>		<ul style="list-style-type: none"> <li>Leveraged technology innovations (re-think everything) ITS, VII</li> <li>Reliable, affordable alternatives for <u>all</u> members of the population, accessible, user friendly <ul style="list-style-type: none"> <li>Provide life line service for all members/residents of state</li> <li>Choices: many modes of transportation</li> </ul> </li> </ul>			
<b>Finances</b>		<ul style="list-style-type: none"> <li>Better financial coordination with longer appropriation cycles for reliability</li> <li>Money for transportation not diverted for other purposes</li> <li>Revenue generating transportation programs with "user fees", including freight, ports, and highways</li> <li>Legislation that provides</li> </ul>		<ul style="list-style-type: none"> <li>Increased funding needs to be provided for local and regional transportation projects.</li> <li>Explore public/private and other alternative funding opportunities.</li> </ul>	

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<b>Finances (cont'd)</b>		more tools, and more funding options			
<b>Integration</b>	<ul style="list-style-type: none"> <li>• Integrated road and transit connections</li> </ul>	<ul style="list-style-type: none"> <li>• Smart cars (vehicles talk to each other)</li> <li>• Seamless people flows – co. roads, state roads, etc</li> <li>• More coordination in corridor planning and access management</li> <li>• Coordinating planning efforts (trans/land use/econ dev.)</li> <li>• Better coordination of existing transportation assets/services (schools/PT)</li> <li>• Regional planning &amp; zoning, with community input, and not arbitrary</li> <li>• Multi modal, integrated options, with consistent incorporation of non-motorized features, across systems, jurisdictions, and bridges (MAC and International)</li> </ul>		<ul style="list-style-type: none"> <li>• There should be a continued emphasis on multimodalism and connectivity.</li> </ul>	
<b>Water, Ports</b>		<ul style="list-style-type: none"> <li>• Barges for cross-lake freight movement</li> <li>• Hydro-foil ferries</li> </ul>		<ul style="list-style-type: none"> <li>• Look at establishing ferry service on the Detroit River.</li> </ul>	