

categories, such as agriculture, automotive technology, life science, etc., for naming corridors was also evaluated.

Ultimately consensus was reached that the:

- Corridors will be referred to as Corridors of Highest Significance;
- Only sub-categorization will be that they are significant for either statewide travel or national/international travel;
- Corridors will be designated, named, or labeled based on the primary travel origin/destination they serve – international, national, statewide, regional, and local.

Some of the reasoning behind these decisions includes:

- MDOT recognizes that all corridors serve important and varied purposes.
- Some naming of corridors has already taken place by other governmental agencies and public interest groups. For example, Life Sciences Corridors, University/Smart Zones, Technology Corridors, etc. have been defined by the Michigan Economic Development Commission (MEDC) and other Michigan governmental agencies. MDOT wants to compliment, provide consistency, and avoid confusion with other naming initiatives.
- The Emerging Corridors category was dropped for several reasons. First, based on the Activity Center approach and review of the travel growth, the corridors identified as having highest significance are those where growth is expected to continue. Also, this plan is updated every five years, and analysis is conducted on trends every year. These processes would identify any new or emerging corridors.

Chapter 3. Corridors of Highest Significance

This chapter discusses *MI Transportation Plan's* Corridors of Highest Significance. These multi-modal corridors include those identified as having international/national, and statewide significance. Michigan's International Border Crossings are included in activity centers. This chapter also describes the significance of the designation as a Corridor of Highest Significance. Corridors serving sub-state regional economic areas are also identified in this chapter but are not profiled. Details on conditions and issues at International Border Crossings are presented in **Chapter 5**.

Figure 2 presents a map of *MI Transportation Plan* National/International Corridors of Highest Significance and International Border Crossings. **Figure 3** presents a map that includes regionally and locally significant corridors. **Figure 4** includes a map with identifying letters included to facilitate locating the corridors on the statewide map.

MDOT's Corridors of Highest Significance include:

Corridors of National / International Significance

Corridor:	General Description:
A Mackinaw City–St. Ignace / Wisconsin	Starts in St. Ignace and follows US-2 to M-35 in Escanaba; follows M-35 to Menominee; ends at Wisconsin border.
B Sault Ste. Marie / Bay City	Starts at Canadian border in Sault Ste. Marie; follows I-75 and ends at Bay City.
C Bay City–Midland–Saginaw / Flint / Detroit	Starts in Bay City and follows I-75 to Detroit.
D Muskegon / Grand Rapids / Lansing / Detroit	Starts in Muskegon and follows I-96 through Grand Rapids, Lansing, Livonia and ends in Detroit.
E Detroit / Chicago	Starts in Detroit and follows I-94 through Ann Arbor; ends at Indiana border.
F Grand Rapids / Chicago	Starts in Grand Rapids and follows I-196 through Holland to I-94; follows I-94 and ends at Indiana border.
G Port Huron / Detroit / Toledo	Starts at Canadian border in Port Huron; follows I-94 to I-75 in Detroit; follows I-75 and ends at Ohio border.
H Port Huron / Lansing / Indianapolis	Starts at Canadian border in Port Huron; follows I-69 through Lansing; ends at Indiana border.
J Port Huron / Chicago	Starts at Canadian border in Port Huron; follows I-69 through Lansing to I-94; follows I-94 and ends at Indiana border.
K I-696	Starts at I-96 in Farmington Hills and follows I-696; ends at I-94.
L I-275	Starts at I-96/I-696 interchange in Farmington Hills and follows I-275; ends at I-75.

<u>Corridors of Statewide Significance</u>	
Corridor:	General Description:
M Houghton / Marquette / Sault Ste. Marie	Starts in Houghton and follows US-41 to Marquette; follows M-28 to I-75; follows I-75 and ends at Canadian border.
N Petoskey / Grand Rapids / Indiana	Starts in Petoskey and follows US-131 through Grand Rapids; ends at Indiana border.
P Mackinaw City–St. Ignace / Holland	Starts in Mackinaw City and follows US-31 through Petoskey, Traverse City, and Muskegon; ends in Holland.
Q Benton Harbor / Indiana	Starts in Benton Harbor and follows US-31 through Niles; ends at Indiana border.
R Flint / Toledo	Starts in Flint and follows US-23 through Ann Arbor; ends at Ohio border.
S Mackinaw City–St. Ignace / Alpena / Standish	Starts in Mackinaw City and follows US-23 through Alpena; ends at Standish.
T Grayling / Jackson	Starts in Grayling and follows I-75 to US-127; through Lansing and ends in Jackson.
U Jackson / Toledo	Starts in Jackson and follows US-127 to US-223; through Adrian to US-23; follows US-23 and ends at Ohio border.
Note: Corridors I and O were intentionally skipped to avoid confusion with the number 0 and 1.	

Michigan’s major International Border Crossings are included within identified activity centers as shown on **Figure 1**. They are discussed in **Chapter 5** of this report and include Michigan’s International Border Crossings supporting the highest value of goods and largest movements of passengers and goods. Major international aviation ports of entry are also discussed in **Chapter 5**. Major water ports are discussed within the corridor profiles in *MI Corridors of Highest Significance Summary – Executive Summary I* and in the *MI Economic Region Corridor Summary – Executive Summary II*.

Michigan’s International Border Crossings addressed in this report include:

Vehicular and Rail Crossing	Location
Ambassador Bridge	Detroit
Detroit-Windsor Tunnel	Detroit
Blue Water Bridge	Port Huron

International Bridge	Sault Ste. Marie
Rail Bridge	Sault Ste. Marie
Rail Tunnel	Port Huron
Detroit-Windsor RR Tunnel	Detroit
Blue Water Ferry	Port Huron
Walpole-Algonac Ferry	Port Huron
Detroit-Windsor Truck Ferry	Detroit

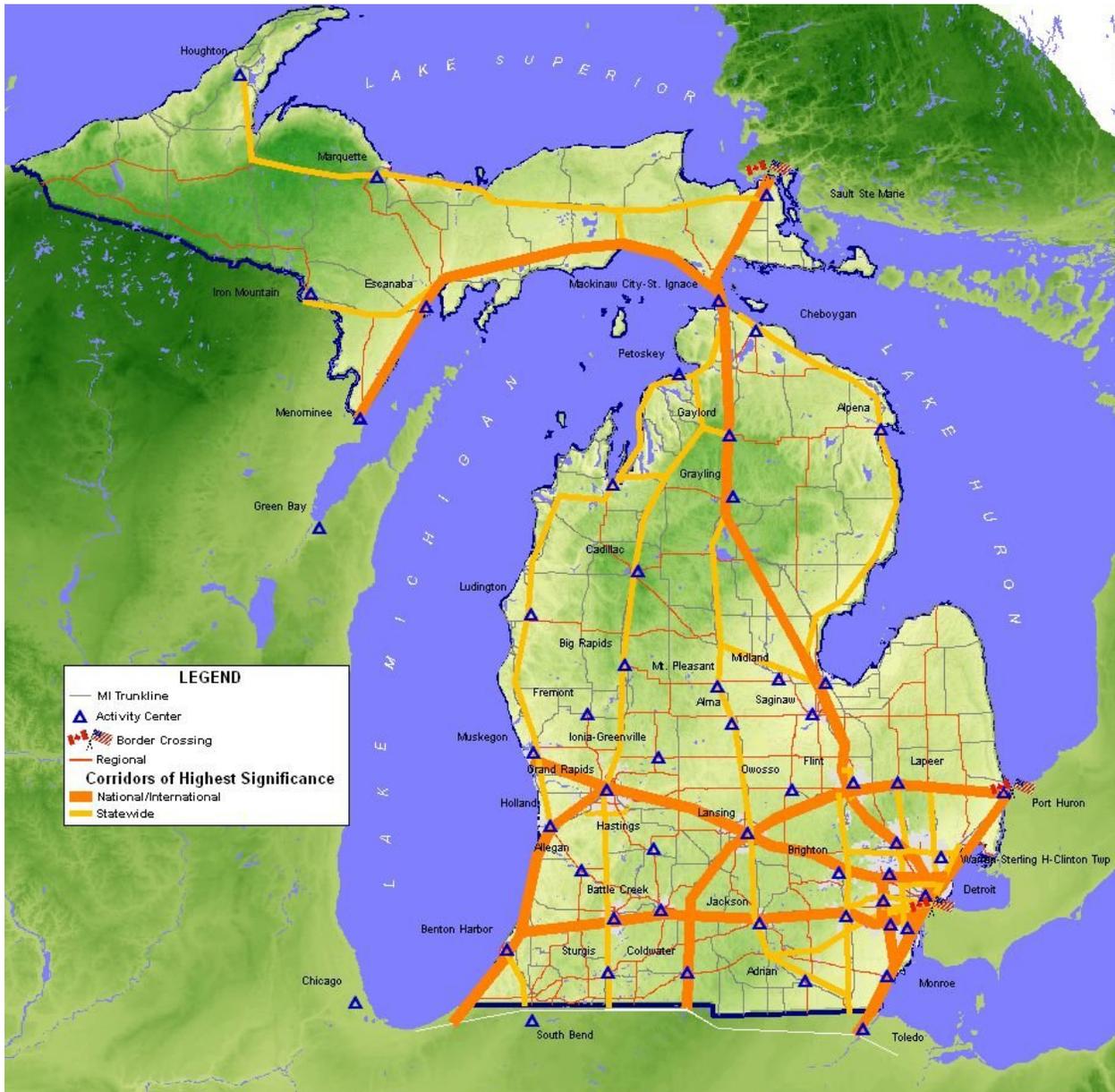
Note the Proposed New Detroit River Crossing is also discussed in **Chapter 5**.

Airport-Based Ports Of Entry	Location
Detroit Metropolitan Airport	Detroit
Gerald R. Ford International	Grand Rapids
Bishop International	Flint
MBS International	Saginaw
Kalamazoo/Battle Creek	Battle Creek
Sawyer International	Gwinn
Chippewa County International	Sault Ste. Marie
Oakland County International	Pontiac
St. Clair County International	Port Huron

International Marine Ports of Entry Location

Port of Detroit	Detroit
Saginaw River	Saginaw

Figure 3: Regional/National Corridors of Highest Significance



Source: Wilbur Smith Associates, 2006

Table 2: Comparisons – Existing Statewide Infrastructure Totals to Corridors of Highest Significance including International Border Crossings

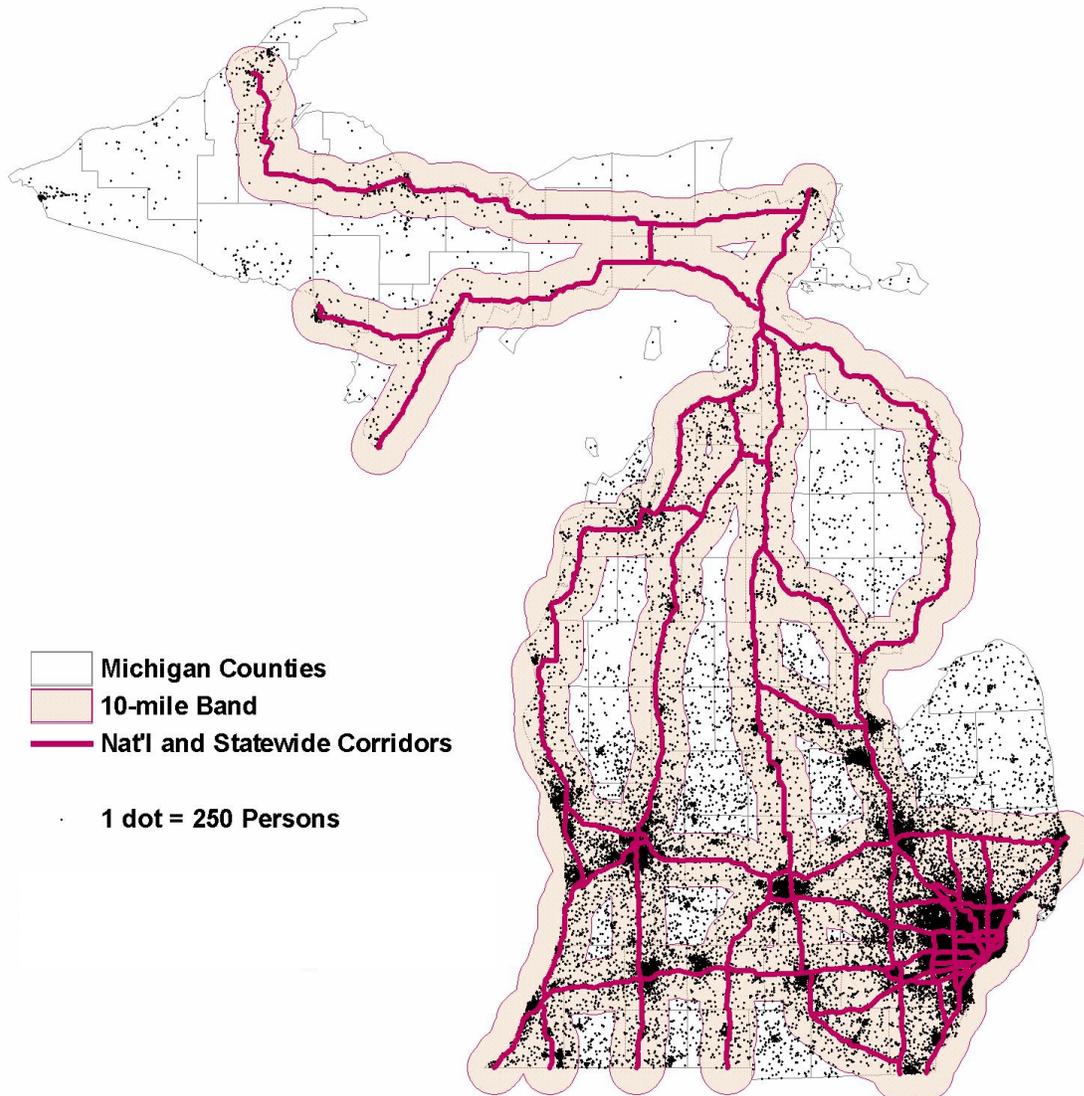
<i>Mode</i>		<i>Statewide Total</i>	<i>National and Statewide Corridors</i>	<i>% National and Statewide Corridors</i>
Highway	State Highway Miles	9,703	3,279	34%
	Total Vehicle Miles	144 billion	102 billion	71%
	Passenger Vehicle Miles	131 billion	91.7 billion	70%
	Commercial Vehicle Miles	13 billion	10.6 billion	81%
	Truck Ton Miles	52.8 billion	46.5 billion	88%
	Truck Value Miles	134.6 trillion	125 trillion	93%
Rail	Rail Track Miles	3,590	2,405	67%
	Rail-Ton Miles	15.2 billion	14.6 billion	96%
	Rail-Value Miles	20.5 trillion	19.9 trillion	97%
Aviation	Commercial Airports	17	17	100%
	General Aviation Airports	236	178	75%
Marine	Ferry Services	21	12	57%
	Cargo Ports	40	34	85%
	Waterborne Tonnage	78.7 million	67 million	85%
Transit	Passenger Rail Miles	568	568	100%
	Intercity Bus Stations	39	37	95%

Source: Michigan Department of Transportation Statewide and Urban Travel Analysis Section, 2006

Because the corridors are multi-modal, and not limited to the highways, their service areas are defined as including the population and employment within a 20-mile geographic area around the corridor. These corridors have a major impact on supporting both the state’s population and economy as approximately 92.8 percent of Michigan’s population resides within a 20-mile geographic area around a corridor of national or statewide significance. Additionally, approximately 95.1 percent of Michigan’s employment base is located within a 20-mile geographic area around a corridor of national or statewide significance.

Figure 5 presents a map showing the population within the 20-mile wide geographic areas associated with the Corridors of Highest Significance. **Table 3** presents a comparison of corridor values based on some of the characteristics used to define each corridor’s value.

Figure 5: Population within a 20-mile geographic area around the Corridors of Highest Significance



Source: Michigan Department of Transportation Statewide and Urban Travel Analysis Section

Table 3: Comparison of corridor values based on some of the characteristics used to define each corridor’s value

	<i>% Population w/in 20 miles buffer zone</i>	<i>% Jobs w/in 20 miles buffer zone</i>	<i>Avg. ADT</i>	<i>Student Population</i>	<i>Commercial Enplanements</i>	<i>Visitor Day/ year (million)</i>	<i>Truck Freight avg. tons (million)</i>	<i>Truck Freight \$ avg. value (billion)</i>	<i>Rail Freight avg. Tons (million)</i>	<i>Rail Freight \$ avg. value (billion)</i>	<i>Number of Border Crossings</i>
A Mackinaw City–St. Ignace/Wisconsin	0.6%	0.7%	5,500	2,400	9,600	3.5	7.0	\$10.1	4.0	\$1.6	
B Sault Ste. Marie / Bay City	3.0%	2.9%	12,000	14,000	15,000	16	15.6	\$30.0	0.2	\$0.1	1
C Bay City–Midland–Saginaw/Flint/Detroit	31.9%	33.6%	83,000	164,500	883,000	32	28.0	\$63.5	2.4	\$1.9	4
D Muskegon/Grand Rapids/Lansing/Detroit	37.8%	40.2%	64,400	242,000	1,500,000	40	18.7	\$56.2	9.9	\$14.4	4
E Detroit/Chicago	31.3%	30.2%	54,300	222,000	18,000,000	44.4	60.2	\$204.2	9.1	\$16.0	4
F Grand Rapids/Chicago	8.8%	11.1%	32,400	111,000	1,300,000	20.3	49.0	\$135.6	11.5	\$14.0	
G Port Huron/Detroit/Toledo	26.7%	23.1%	76,200	115,000	124,000	30	32.8	\$107.8	11.3	\$17.6	8
H Port Huron/Lansing/Indianapolis	11.5%	11.4%	28,500	110,000	870,000	20	26.0	\$78.9	n/a	n/a	4
J Port Huron/Chicago	15.7%	15.9%	35,500	156,500	1,100,000	28	45.3	\$141.8	26.0	\$40.9	4
K I-696	25.3%	27.1%	164,000	55,500	n/a	5.6	16.3	\$51.4	n/a	n/a	
L I-275	14.3%	15.8%	92,000	72,700	18,000,000	29	2.0	\$1.5	10.0	\$10.4	
M Houghton/Marquette/Sault Ste. Marie	1.4%	1.4%	5,100	15,000	103,000	7.8	4.7	\$8.0	2.8	\$0.4	1
N Petoskey/Grand Rapids/Indiana	11.6%	13.3%	21,000	118,000	1,300,000	23	10.1	\$17.0	1.8	\$2.9	
P Mackinaw City–St. Ignace/Holland	6.2%	6.7%	14,000	21,000	303,000	23	3.8	\$6.5	1.2	\$0.2	
Q Benton Harbor/Indiana	1.5%	1.5%	13,300	7,000	2,800	3	10.7	\$18.9	n/a	n/a	
R Flint/Toledo	10.1%	10.1%	50,100	105,000	560,000	11.2	29.6	\$64.2	4.4	\$4.3	
S Mackinaw City–St. Ignace /Alpena/Standish	1.1%	1.1%	5,000	2,000	9,700	9.7	1.0	\$1.1	0.5	\$0.1	
T Grayling/Jackson	6.7%	7.5%	20,200	110,000	311,000	15	6.0	\$11.7	1.1	\$2.5	
U Jackson/Toledo	2.8%	2.2%	16,000	18,000	12,000	6.7	4.3	\$10.2	n/a	n/a	

Source: Wilbur Smith Associates, 2006



3.2 Significance of Designation as MDOT “Corridor of Highest Significance”

The 19 multi-modal corridors designated as *MI Transportation Plan's* Corridors of Highest Significance connect Michigan’s urban areas and key activity centers within and outside the state; provide the highest level of transportation services for Michigan’s citizens, businesses, and industries; and, carry the highest values of commodities within and through the state. Because of their value and importance to Michigan’s current and future economic health and competitiveness, MDOT has developed specific policies to guide management, operational, and investment decisions relative to transportation facilities within the MDOT Corridors of Highest Significance service areas.

The following guiding policies will guide MDOT in making the right business decisions to make or keep these corridors and Michigan economically competitive. The policies provide MDOT with direction or guiding principles for their decisions, courses of action, and procedures in matters relating to all transportation facilities and modes within these corridors. These corridor policies also define priorities for MDOT in determining the type of internal and external resources, the kinds of programs, as well as the authority for committing resources to these corridors.

These policies also reflect the corridor decision principles as stated in, **Chapter 10** of the *Integration Technical Report*.

Corridor Policy Stipulations:

1. Current and future suggested MDOT policies will apply to the Corridors of Highest Significance.
2. MDOT strives to provide an equitable program of projects and funds throughout the state for all modes of transportation.
 - a. While a Corridor of Highest Significance may receive special consideration, MDOT will not focus its total funding or programming efforts on these corridors to the exclusion of or to the detriment of other transportation facilities within Michigan.
 - b. Designation as a Corridor of Highest Significance does not mean that every project or need on the corridor will be addressed prior to the needs on other roadways or modal facilities funded by MDOT.
 - c. Corridors within the majority of MDOT’s Metro Region and several other urbanized core cities are part of a complex interdependent freeway and non-freeway system. Often planning along a single corridor does not adequately address the needs of these complex systems. Since the network of both freeway and non-freeway needs must work together, particularly for maintenance of traffic requirements that are demanded by the public, a network analysis is often the most applicable approach to development and identification of strategies and infrastructure improvements. It

should also be noted that network analysis will need to continually evolve due to the varied implementation schedules of programs, changing travel patterns, and construction associated within these urbanized areas.

3.2.1 Corridor Management Policies

Leadership in Coordination: MDOT will take a leadership role in transportation issues statewide by developing and facilitating partnerships to ensure transportation system deficiencies along these corridors are minimized. For example:

- If there is a gap in the transit system such as a need to connect a local transit provider with an intercity transit provider, MDOT will take a leadership role in bringing together the local public transit provider, appropriate local government representatives, and private sector transit providers to seek solutions.

Innovative Partnerships and Programs: MDOT will actively seek and support partnerships with FHWA, local governments, MPOs, RPA's, and businesses to identify and advance innovative, multi-modal programs, financing, and solutions that may improve safety, mobility, and economic competitiveness within the Corridors of Highest Significance. For example:

- MDOT will continue to participate in the Regional Concept for Transportation Operations (RCTO). A RCTO is the collaboration and coordination between transportation system managers responsible for operating the transportation system on a day-to-day basis. The RCTO within the metropolitan Detroit area serves the following three important functions:
 - Provides a mutual direction and vision for the future of transportation systems management and operations,
 - Enables elected and appointed officials to commit to a regional approach to transportation management and operations, and
 - Strengthens the linkage between regional planners and managers responsible for the day-to-day management of the transportation system.
- MDOT will participate in partnerships with local governments and MPOs to support local access management initiatives, travel demand management (TDM), and transportation system management (TSM) programs, or land use planning that supports transit-oriented development.

Innovative Construction Methods: MDOT will consider the use of and continue to improve specialized construction methods for major construction projects on Corridors of Highest Significance. For example:

- Rapid reconstruction methods;
- Contractor incentive clauses;
- Night-work and other non-peak scheduled work;
- Expedited construction schedules; and

- Long-term infrastructure fixes, etc.

System Maintenance: The maintenance of MDOT’s transportation assets are a high priority. Historically, goals, program objectives and MDOT management practices have resulted in high levels of performance as well as cost savings in recent years. MDOT will continue its leadership role, in coordination with its transportation partners, to ensure that adequate maintenance levels are achieved statewide across all modes of the transportation system to protect the public’s investment for the future.

Corridor Completion: MDOT will strive to address missing or deficient links and gaps within all Corridors of Highest Significance to produce a corridor of uniformly high quality throughout its length. For example, Corridor completion is defined as having the entire corridor meeting operational, safety, congestion, and design performance metrics goals.

- (NOTE: This policy is not intended to promote capacity additions as the only solution for completion.)

Corridor Plans: Specific corridor-based plans and strategies will be initiated for strategic portions of National Corridors of Highest Significance that have immediate or near-term system condition needs. Each corridor-specific plan will provide a master plan to guide implementation of such improvements and will include, at a minimum:

- Objectives and strategies to address a corridor’s unique conditions and economic potential;
- Analysis of corridor user needs and activities and the potential for leveraging financing and performance among all modes on the corridor; and
- Identification of solutions including public-private partnerships between MDOT, local governments, MPOs, RPOs, and area businesses.

Access Management: MDOT will work with local governments to implement Access Management, TDM, and TSM programs along the non-limited access Corridors of Highest Significance. MDOT will also continue to partner with its local officials to uphold access management principles by cooperatively reviewing development plans and driveway permit applications. MDOT will continue to seek to implement access management plans in cooperation with those local agencies with jurisdiction over land use decisions when programming future projects along the Corridors of Highest Significance.

Statewide TDM/TSM Initiative: MDOT will continue to promote statewide TDM/TSM initiatives along Corridors of Highest Significance including but not limited to:

- Developing educational materials and sponsoring training programs for local governments focused on what they can do to improve transportation mobility by applying TDM/TSM strategies;
- Providing technical support to assist local governments; and
- Providing incentives (such as streamlined processing of driveway permits) for local governments who implement Access Management, TDM, and TSM programs.

Carpool or Park and Ride: MDOT will evaluate and construct and/or expand, as warranted, carpool or park and ride lots within the corridors. Emphasis will be placed on improving those park and ride lots that promote and facilitate ridesharing, reduce congestion and motor vehicle usage along the Corridors of Highest Significance. The department will continue to work with local communities and transit agencies to promote usage and offer better services.

Local-Access Interchanges: Improvements to existing interchanges and construction of new interchanges present a special need for state and local coordination. Over the life of the *MI Transportation Plan*, MDOT will be focusing its limited resources on improving the operations of trunk-line to trunk-line interchanges. The limited number of trunkline local interchange improvement projects maybe selected in response to traffic needs on a statewide priority basis but will require local coordination and a concurrent local commitment through right-of-way donation, project funding, and/or a concurrent local commitment to widen the local road as necessary.

Local authorities may choose to widen the local road at an interchange to attract development, even though current traffic volumes do not warrant such an improvement. Such improvement may also require improvement to state highway interchange ramps. Interchange improvements prompted by locally encouraged and approved developments are the financial responsibility of local authorities. This type of project is not part of the MDOT project selection process, but does require coordination with MDOT.

The local agency and/or private sector developers are responsible for all costs associated with a new interchange necessitated by private sector development including grade separations, right-of-way improvements, and approach work. An exception to this policy maybe granted in cases where MDOT has determined that reduction in existing congestion at adjacent trunkline interchanges can be reasonably expected and where FHWA justification criteria warrant an additional break in access. In such cases, MDOT may assume costs for structures and ramps only. The costs associated with local roadway work outside of the ramps, including right-of-way costs, remain the responsibility of the local road agency.

Roadside Facilities Strategy: Roadside facilities such as rest areas, welcome centers, and roadside parks provide an added amenity along Corridors of Highest Significance and should be maintained in such a manner that citizens of the state can be proud of them. MDOT will continue to invest in roadside facilities along the Corridors of Highest Significance so that safe, clean, barrier free and accessible facilities are available to all travelers.

3.2.2 Operational Policy Options for Consideration

Systemwide Operational Plans: Because of the volume of freight and people that move along the International/National Corridors of Significance and the significance these movements have on the state's and nation's economy, MDOT will seek to maximize the efficiency and operations of its transportation systems. Specifically within these corridors, MDOT will seek to expand and enhance Intelligent Transportation Systems (ITS), incident management, maintenance of traffic and construction staging strategies that ensure that the network of both freeway and non-freeway system elements work efficiently together.

ITS: MDOT will work to implement multi-modal ITS technology within all Corridors of Highest Significance. For example:

- Incident Management: MDOT will continue to partner with the appropriate state and local agencies to develop law enforcement education and training programs to explain the importance of quick response in the clearing of incidents.
- Quick Clearance: MDOT will take the lead to develop partnerships among local law enforcement agencies to jointly identify responsibility, prioritize, and clear incidents as soon as possible so as to minimize traffic delay.
- Communication and shared information: MDOT will work with the Michigan State Police to develop compatible emergency communication networks with and among local law enforcement agencies.
- Pre-pass: MDOT will continue to implement ITS technologies that provide streamlined permitting and clearance to freight vehicles traveling in and through Michigan.

Reduce Delays: MDOT will work to minimize disruption to mobility from incidents, construction, and recurring congestion along Corridors of Highest Significance by developing and applying corridor-specific operational improvement strategies. For example:

- Maintenance of Traffic during Construction: Where feasible, MDOT will complete construction projects within a corridor segment and will evaluate if delays can be reduced by performing work only at night or during off-peak hours. MDOT will also consider widening shoulders where feasible to add temporary traffic lanes to minimize delays.
- High Occupancy Vehicle Lanes (HOV): MDOT will continue to evaluate the feasibility of implementing managed lane configurations along its Corridors of Highest Significance. Where warranted, MDOT will take a leadership role to actively seek public and private partnerships to establish HOV lanes that give preference to vehicles carrying more than one occupant.
- Intersection Improvements: MDOT will continue to evaluate how intersections on Corridors of Highest Significance function. As part of this analysis MDOT will consider improvements in both the safety and operation of the intersection including but not limited to: adding turn lanes, prohibiting left turns, constructing roundabouts, changing signalization or making other improvements as needed to improve corridor operations.
- Tourism-based Corridors: Where physically possible, MDOT will maintain two-lanes of traffic during peak recreational seasons and holiday periods.
- Bridges within Urbanized Boundaries: When bridge reconstruction is planned within Corridors of Highest Significance MDOT will evaluate whether additional lanes should be added during reconstruction to allow for maintenance of traffic, incident management and long-term capacity purposes.

3.2.3 Investment Policy Options for Consideration

Priority: MDOT will, in their project prioritization, programming, and funding, give priority to needed improvements to all modal facilities along the Corridors of Highest Significance relative to similar needs to facilities on other corridors.

Planning Funding set-asides: MDOT will annually assess whether its SPR funds can be utilized for MDOT sponsored corridor planning studies and innovative programs to address safety, access, choices, integration, or mobility on its Corridors of Highest Significance.

Innovative Financing: MDOT will routinely identify, consider, and seek innovative funding and financing (such as public-private partnerships) for projects on Corridors of Highest Significance.

Indexing Investment Strategies: To ensure Michigan is best positioned to compete in a global economic environment, MDOT will develop an indexed investment strategy. For example:

- Maintain pavement and bridge conditions on Corridors of National/International Significance at 90-percent good condition;
- Maintain pavement and bridge condition on Corridors of Statewide Significance at 80-percent good condition; and
- Maintain pavement and bridge condition on corridors of Regional Significance at 75-percent good condition.

3.3 MDOT “Corridor of Highest Significance” Profile Summary

For each of the *MI Transportation Plan* 19 Corridors of Highest Significance, a profile has been developed and is included within the *MI Corridors of Highest Significance Profile Summary – Executive Summary I*. The summary presents the following:

- Profile and map;
- Discussion of corridor value;
- Analysis of opportunities or barriers to movement, including missing or deficient links and existing and future physical transportation system gaps;
- Corridor objectives; and
- Broad, policy-based corridor strategies designed to advance the corridor-specific objectives.

The numbers presented in each corridor profile are corridor-specific. Because corridors cross each other and share activity centers, corridor values and conditions described cannot be simply added to create a statewide total. To a certain degree many values are double counted or attributed to more than a single corridor. Because the corridors are multi-modal, and not limited to the highways, their service areas are defined as including the population and

employment within a 20-mile geographic area around the corridor. Adding the numbers from all 19 corridors will produce a number higher than the statewide total.

3.4 Broad Policy-Based Corridor Strategies

MDOT will implement the recommendations contained within this transportation plan by developing and advancing a set of strategies, policies, programs, activities, and projects that achieve the preferred vision of *MI Transportation Plan*. The corridor element of this plan and the associated strategies will support the overall planning goals and vision established for the statewide transportation system while addressing and being sensitive to the unique and specific needs and objectives, opportunities, barriers or limitations of the corridor, region, or sub-area.

Specific corridor policy-based recommendations are presented for each National/International and Statewide Corridor of Significance in the *MI Corridors of High Significance Profile Summary – Executive Summary I* and in the *Economic Regions Corridor Summary-Executive Summary II*. The recommended strategies for each corridor address its unique character, performance-based needs, and objectives (as articulated during the public participation processes and “Attitudes and Perceptions of Transportation in Michigan: A Survey of Michigan Adults,” March 2006 conducted for *MI Transportation Plan*). The recommended corridor strategies also consider the opportunities, barriers or limitations within each corridor.

An alphabetical listing of the strategy groups used as the basis for the recommendations has also been included in the *MI Corridors of Highest Significance Profile Summary – Executive Summary I*. The strategy groups selected and presented are consistent with the goals, vision, objectives, and other input from Michigan stakeholders and are applicable to Michigan’s Corridors of Highest Significance. **Appendix D** presents and describes in detail the strategy groups and their respective policies, activities, projects, and programs.

Chapter 4. Performance Measures

This chapter identifies the goal areas and performance measures (PM) that will be used during the implementation phase of *MI Transportation Plan* to evaluate and track the performance of the Corridors of Highest Significance over time. These corridor goals and performance measures are based on, and consistent with, the goals and performance measures used for *MI Transportation Plan*. The measures evaluate the objectives and desired system characteristics which were articulated during the plan development process by the public workshops, the Economic Advisory Group (EAG), MDOT management, and MDOT staff. This evaluation will be one of the first steps of the implementation phase of *MI Transportation Plan*.

System performance measure goals consist of:

- Stewardship;
- Safety and Security;