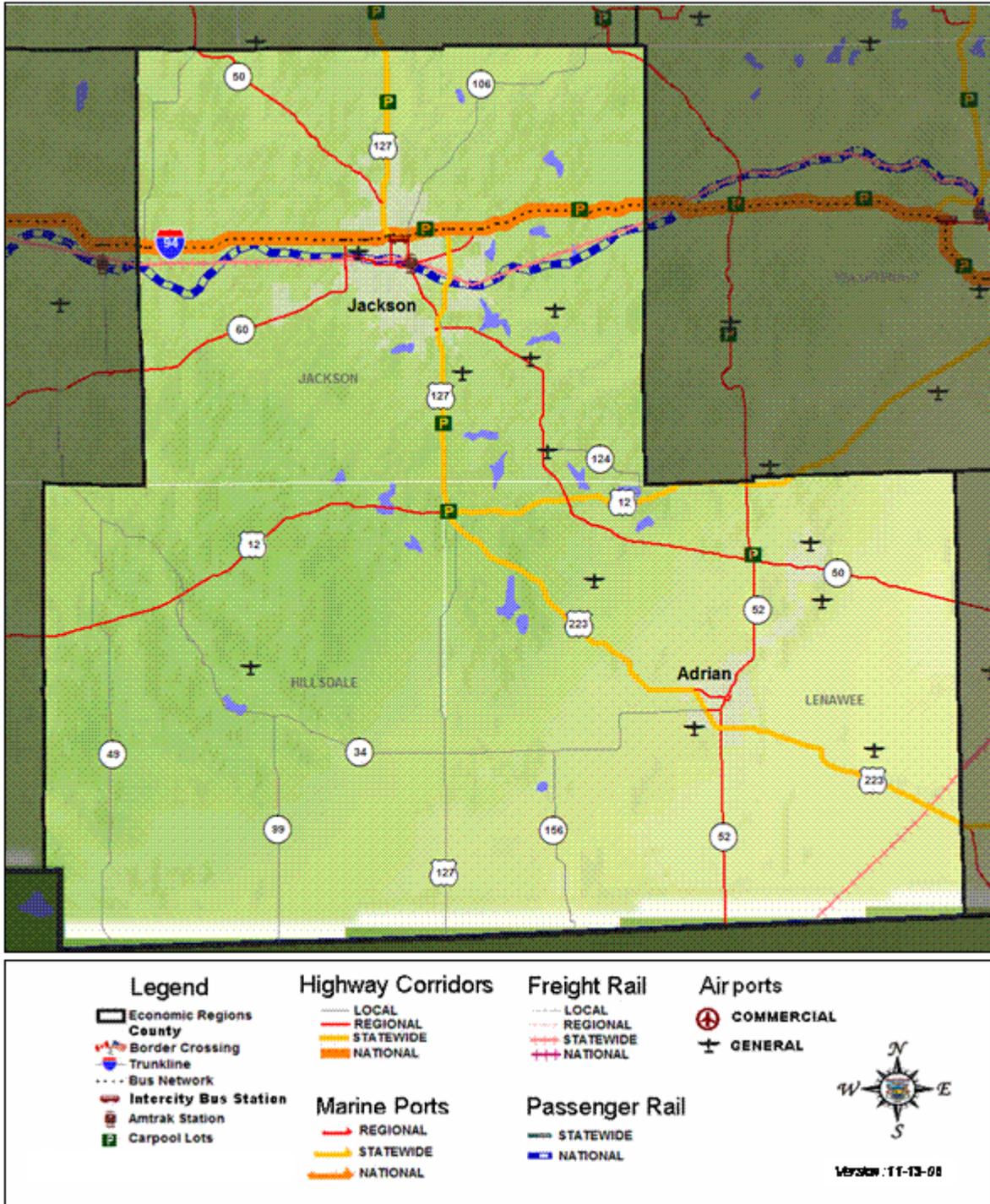


2 Greater Jackson Economic Region Corridor Summary



Regional Economic and Travel Profile

Key Economic Activities in the region

The region is suburban to rural in nature with a number of small urban centers including Adrian (21,497) and, Jackson (36,316).

- Retail Trade and service industries provide the region's primary economic base.
- The top growth industries for 2030 are anticipated to be health services.
- The area has experienced slow population growth, which is expected to continue.
- Per capita income in the region is \$20,000 - \$30,000 (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- There is approximately 4.7 million visitor-days/year of travel to the region.
- Four larger hospitals and several smaller medical facilities serve the area.
- The region includes post secondary institution with a combined enrollment of approximately 12,000.

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

- Passenger travel through the area is available on Interstate, state and US routes.
- Amtrak service with links to Detroit and Chicago through this region. Annually, 12,300 passengers board and deboard in this region.
- Jackson and Lenawee Counties each have countywide transit services. FY2005 ridership for Jackson County (urban and rural areas) was 652,000.
- Hillsdale County has community transit services in one community.

Corridors of Highest Significance

National/International: Detroit/Chicago (I-94)

Statewide: Grayling/Jackson (US-127)
Jackson/Toledo (US-127/US-223/US-23)

Counties: Jackson, Hillsdale, Lenawee

MI Transportation Plan Activity Centers: Adrian, Jackson

MDOT Region: University

MPO and RPA: Region 2 Planning Commission (is the policy board of the MPO in Hillsdale, Lenawee, and Jackson Counties; they include 158,422 urbanized pop; 723 Square Mile); also Jackson Area Transportation Comprehensives Study (JACS – is the TAC and Policy Committee for Jackson County).

Quick Facts:

- 2005 Estimated Population 314,978 (3.1% of Michigan);
- 2030 Projected Population 348,590 (3.1 % of Michigan);
- 2005 Estimated Employment 150,408 (2.6% of Michigan);

Approximately 12 percent retail trade; 6 percent administrative; 5.5 percent food service; 5 percent Construction; 3.5 percent motor vehicles; and

- 2030 Projected Employment 163,627 (2.5% of Michigan) Growth anticipated in health care and administrative.

Smart Zones: none
Tax-free Renaissance Zones: Jackson County, Lenawee County

- Jackson County is served by intercity bus.
- Intermodal passenger terminal in Jackson serves local transit, intercity bus and passenger rail.
- The Local Rideshare Office and MichiVan provide information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.
- A limited number of bicycle and pedestrian trails provide recreational opportunities within the region.

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

- Freight travel is primarily passing through on roadways and rail facilities; NS crosses through the region east west, and from Jackson north to Lansing.
- There are no marine or major air cargo ports in the region.
- There are no major intermodal terminals in the region.

Corridor Value

- The corridors in the region primarily serve passenger travel for work commute and personal travel. Major recreational destinations such the Michigan International Speedway (MIS) and the Irish Hills are located in this economic region.
- Freight is primarily traveling through this region along the Detroit/Chicago corridor.

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

- The Detroit/Chicago national corridor runs east west through the northern portion of this region and links to statewide corridors such as US-127, US-223. These corridors link the Midwest's major industries and commercial centers to Michigan.

Opportunities

- The region offers incentives for business and industry growth through its two tax-free zones.
- Growing tourism industry also provides economic opportunities especially around the MIS/Irish Hills area of the region. The department will continue to coordinate with local stakeholder groups to assure the transportation system meets the unique needs of these tourism assets.
- Intercity bus service from Detroit to Chicago through Jackson County is provided by Greyhound Lines with no state subsidy and Greyhound's services everywhere in the nation are subject to change.
- Jackson transit agency has been in place since the 1930s and offers a diverse set of transit services within the city and the county.
- Transit ridership in Jackson County is increasing.

Barriers, Gaps, Missing Links

- Need to continue to modernize transportation infrastructure including the I-94 corridor through Jackson.
- Integrating long-distance travel with local traffic.
- Integrating special event and tourist traffic with local traffic.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.

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 will be used to improve mobility - such as signal timing, increased incident management, and maintenance of traffic practices during construction projects.
- MDOT will collaborate with local governments and emergencies services to provide for efficient and consistent removal of incidents and snow and ice crossing county boundaries.

- MDOT will continue to coordinate improvement and management practices with key local stakeholder groups along corridors with unique historical characteristics such as the US-12 Heritage route, which runs through this region.
- Access Management on strategic sections of the regional and local roadways.
- 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.
- 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 communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- 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.
- Promote intercity high-speed rail as a key component of a balanced transportation system by expanding the coverage of the Incremental Train Control System (ITCS) in the corridor.
- Identify ways passenger rail service can, alone or in coordination with intercity bus and/or local transit, be used to assist workforce commuters and business trips in regional efforts.
- Work with intercity carriers and Travel Michigan to promote Michigan as a travel destination.
- Encourage opportunities for infrastructure improvements between rail freight and rail passenger that reduce congestion and provide for improved on time performance.
- Continue to support the MichiVan program to provide commuter alternatives.