

Michigan Long-Range Transportation Plan

Stakeholder Workshops
November 28-December 1, 2006



Welcome and Introductions

Susan Gorski, MDOT Project Manager
MI Transportation Plan



Review of the Project

Paul Hershkowitz, Project Manager
Wilbur Smith Associates



Agenda



- Review of Project status
- Update on activities since June meetings
- Discussion: feedback on 2030 Preferred Vision
- Strategic Corridors
 - Rationale and criteria
 - Discussion: feedback on Strategic Corridors
- Next steps

Purpose of the Workshop

- Review the status of the Michigan Long-Range Transportation Plan (MI Transportation Plan) process
- Review activities since June meeting
- Provide comments on 2030 Preferred Vision and Strategic Corridors



MI Transportation Plan 2005-2030

A policy document which contains a 25 year plan for transforming the current transportation system into the preferred transportation system

It will include:

- Goals/Objectives
- Strategies
- Policy recommendations



Where We Are To Date

- Second round of public participation complete
- Leadership team workshop held in October
- Technical reports complete
- Goals and objectives/performance measures identified
- Gap analysis underway
- Draft Preferred Vision for an Integrated Transportation System complete
- Strategic corridors identified



2030 Draft Preferred Vision of the Michigan Integrated Transportation System

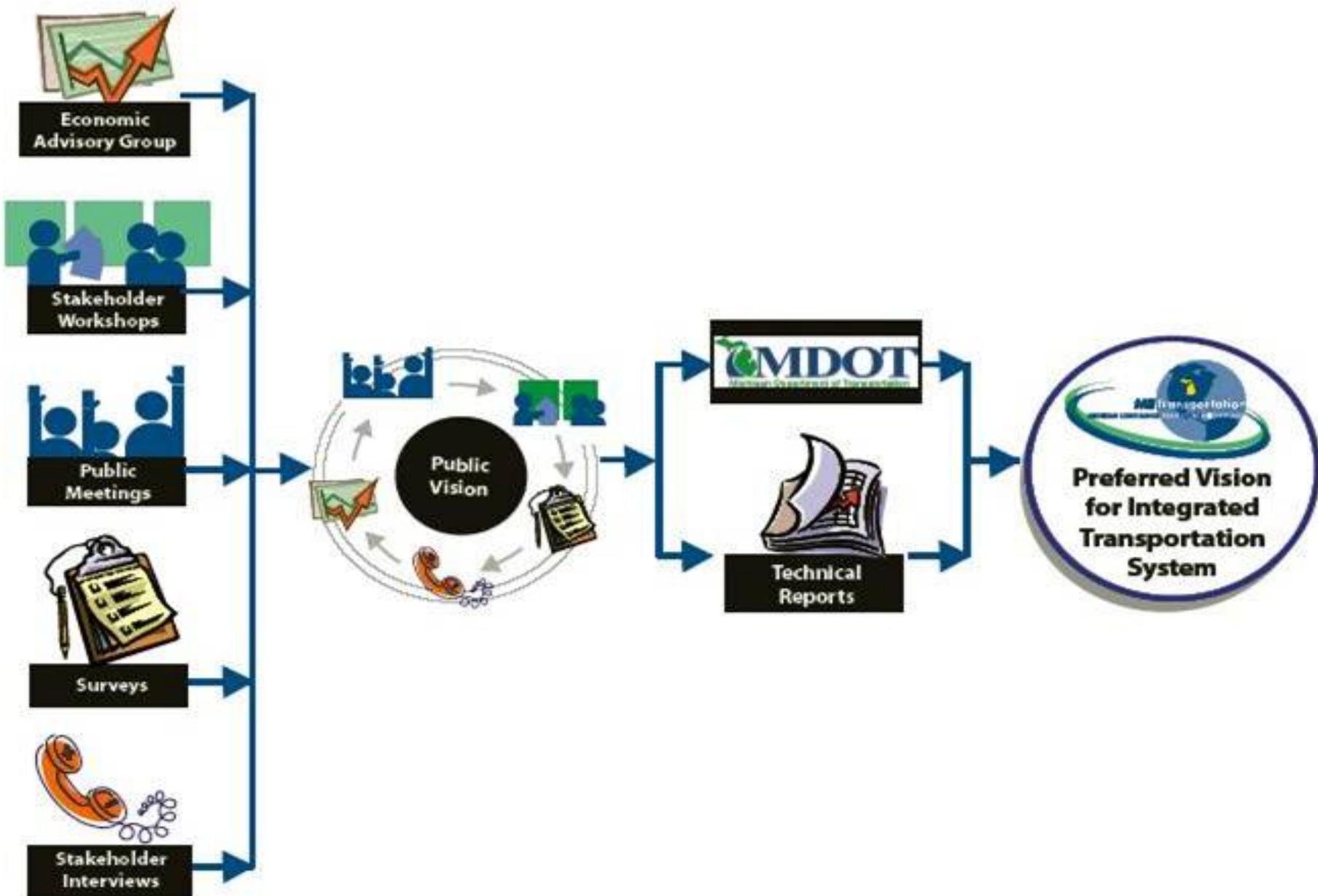
Janet D'Ignazio
ICF International



Purpose

- To review the final vision
- To show how stakeholder input is reflected in the final vision
- To provide an opportunity for comments





Public Outreach

- Workshops with an invited Economic Advisory Group
- Two rounds of Regional Workshops with invited Stakeholders
- Interviews with invited Stakeholders
- Two rounds of Regional public open houses
- A statewide random Household Participation Study
- On-line survey



June Workshops

- Draft 2030 Preferred Public Vision
 - Values
 - Characteristics
- Received comments from EAG and stakeholders
- Final 2030 Preferred Public Vision



2030 Preferred Public Vision

- Fundamental to economic development and quality of life
- Choices
- Access
- Integration
- Regional Sensitivity
- Innovative
- Holistic
- Sustainable
- Environmentally sound
- Energy-efficient



Technical Reports

- Aviation
- Conditions and Performance
- Economic Outlook
- Environmental
- Finance
- Freight
- Highways and Bridges
- Integration
- Intercity Passenger
- Land Use
- MPO/RPA
- Non-Motorized
- Safety
- Security
- Socioeconomics
- Transit
- Travel Characteristics



MDOT Leadership Scenario Planning Workshop

- Strategic planning technique used to develop flexible long-term plans
- Based on the development of a number of “possible futures”
 - Driving Forces
 - Critical Uncertainties
- Stimulates discussion of issues that are difficult to know or understand
- Prompts leaders to think beyond a simple trend line of the status quo



Scenarios

- Scenarios developed from
 - 2030 Preferred Public Vision
 - Technical reports
- Distinctly different “futures”
 - Trend line of current conditions
 - Significantly constrained future
 - Technologically enabled future



Scenario Planning Workshop

- Pre-work review
 - 2030 Preferred Public Vision
 - Executive summaries of technical reports
 - Scenarios
- Small group discussions of each scenario
 - If the features of this scenario more or less came to pass, what would be *the preferred strategic directions* for the Michigan DOT beginning in 2007?
- Summary of elements common to small group discussions for each scenario



Common Strategies

- The integrated system involves the entire system, all roads and modes, not just the state trunkline system Integration goes beyond transportation to include integration of transportation with land use, economic and environmental systems
- MDOT must be the leader in facilitating regional operations and preservation of this integrated system
- There must be a continued emphasis on safety



Common Strategies

- The integrated system must address the public's demand for more transit
- Technology and innovation are foundations of the integrated system



Common Strategies

- The integrated system must capitalize on the inherent advantages of each mode to maximize the efficiency of freight movement
- Funding is flexible so that investments match the highest priority user needs



Common Strategies

- **Alternative financing methods are available to reduce the dependence on gas tax revenue for funding the integrated system. However, public funding sources remain dedicated to transportation and are linked to users of the system**
- **MDOT is a flexible, adaptable and responsive organization**



2030 Draft Preferred Vision

- 2030 Preferred Public Vision as foundation
- Substantial portion of public vision untouched
- Changes
 - Continued focus on preservation & maintenance
 - Emphasis that transit must be provided
 - More detail in financing
 - Identification of regional operations as priority
 - Internal organizational value added



Feedback

What feedback do you have for MDOT's Leadership Team about the 2030 Draft Preferred Vision for the Michigan Integrated Transportation System?



Strategic Corridors

Suzann Rhodes

Wilbur Smith Associates, Inc.



Strategic Corridors

- Rationale for corridors approach
- Corridor criteria
- Corridors of highest significance
 - Maps and examples
- Strategies and Priorities
- What's next
- Questions and discussion



Rationale for Corridor Approach

- MDOT wants to:
 - Support existing business
 - Encourage growth
 - Enhance economic competitiveness
- MDOT's role:
 - What is needed vs. What MDOT can do



Rationale for Corridor Approach

What Is Needed

- **Quality of life**
 - (location, appearance, education, health care)
- **Skilled work force**
- **Resources**
 - (land, raw materials, etc.)
- **Favorable political environ, tax structure, incentives**
- **Good infrastructure**
 - (ex. sewer, water, transportation system)
- **Access to resources & work force**



Rationale for Corridor Approach

What Can MDOT Do?

- Good infrastructure
 - (transportation system)
- Access to resources & work force



Rationale for Corridor Approach

Business Decisions

- All else being equal - a business will locate
 - Where its costs for operations, production, and distribution, etc., are the lowest
- Transportation costs are evaluated as part of business location decisions



Rationale for Corridor Approach

Why Corridors?

- People and goods travel on corridors
 - Support corridors with highest volumes and values
- Specific corridors serve specific economic sectors
 - Improve specific corridors – supports specific economic goals/vision



Corridor Criteria

- Highest volumes of traffic
- Highest values of goods
- Multi-modal
- Activity centers and connectivity
 - What activities support economic development (quality of life, resources, educated work force, etc.)



Activity Centers

- Population centers
- Commercial areas
- Tourism
- Education/
Technology centers
- Life science facilities
- Passenger facilities
- Freight facilities
- International border crossings
- Military bases
- Correctional facilities



Activity Centers



Corridors of Highest Significance



Corridors by Significance



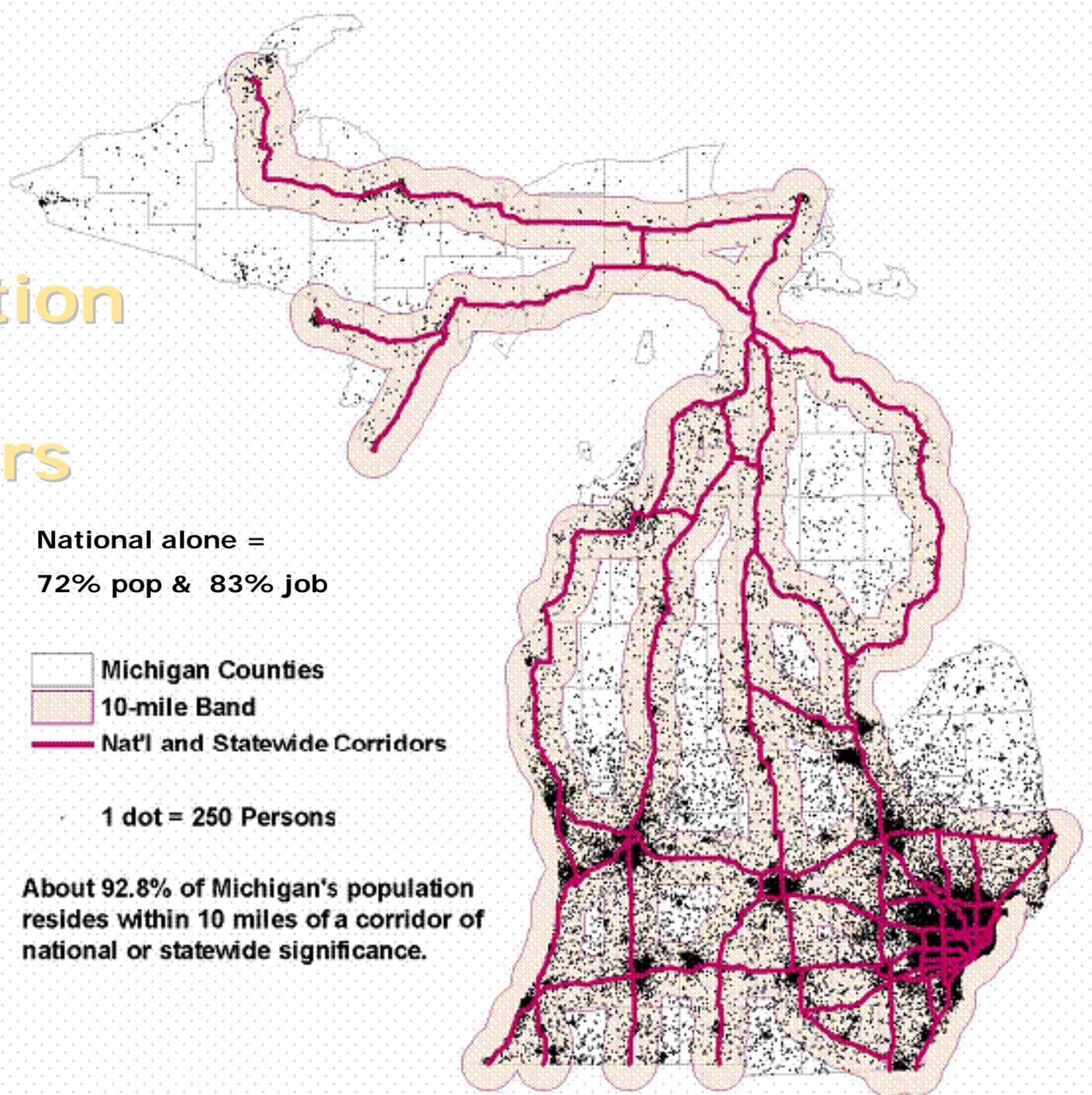
Population Around Corridors

National alone =
72% pop & 83% job

- Michigan Counties
- 10-mile Band
- Nat'l and Statewide Corridors

1 dot = 250 Persons

About 92.8% of Michigan's population
resides within 10 miles of a corridor of
national or statewide significance.



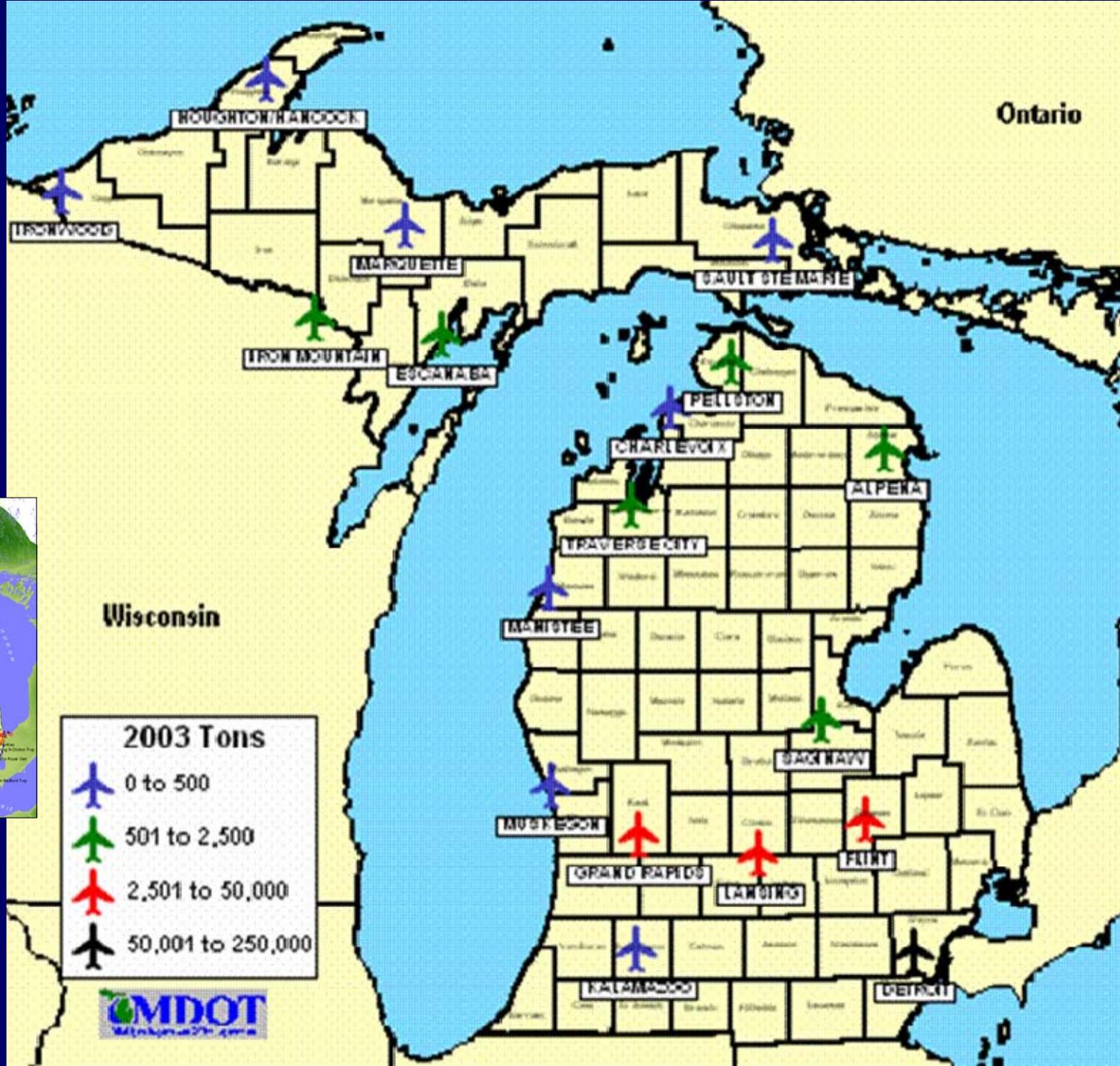
Average Annual Daily Truck Traffic on Highways



Rail Freight



Air Cargo Service



Water Ports

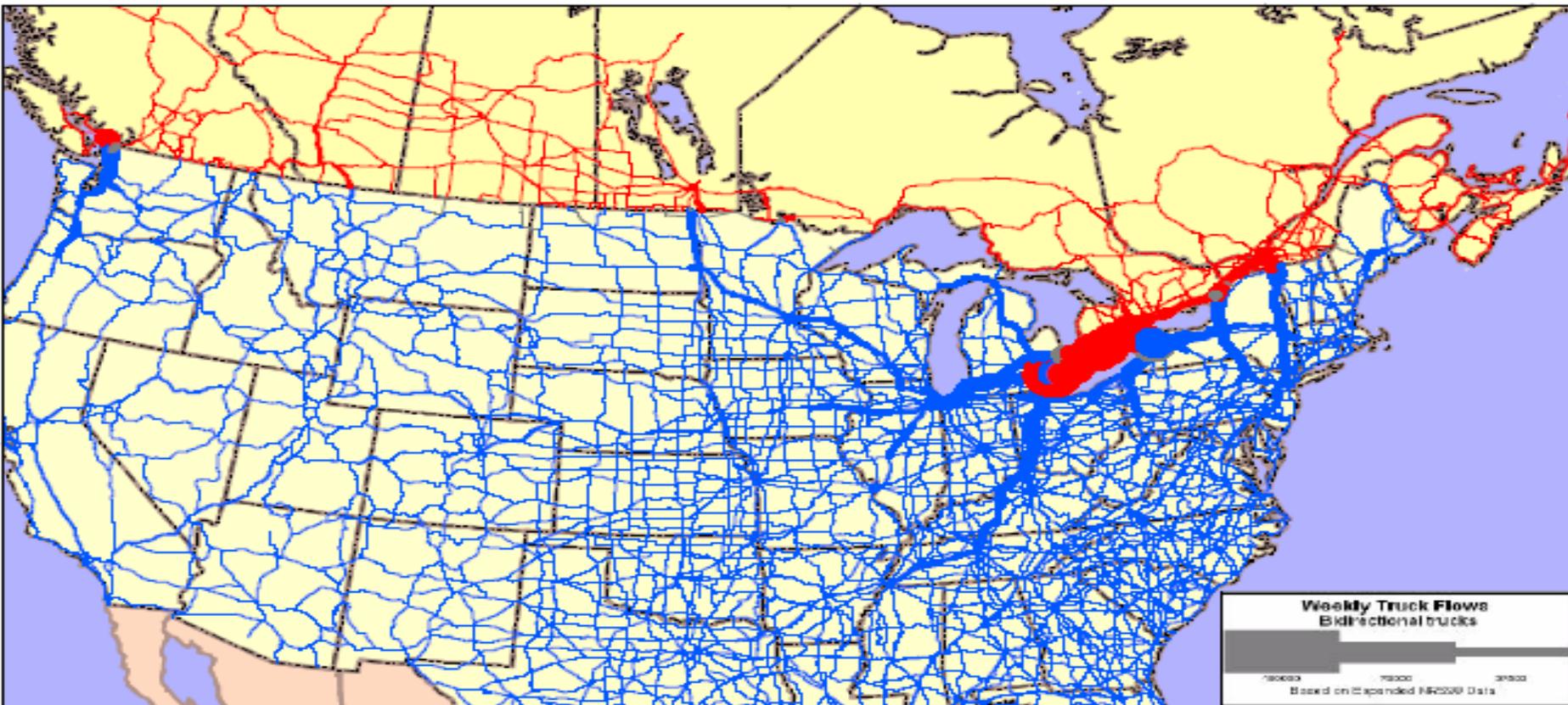


2003 Tons

-  0 to 99,999
-  100,000 to 999,999
-  1,000,000 to 4,999,999
-  5,000,000 to 9,999,999
-  10,000,000 to 20,000,000

1999 Weekly Truck Trips Crossing U.S./Canada Border

Exhibit 3: Weekly 1999 NRS truck trips crossing the Canada-U.S. border



Note: Trip data was expanded and assigned to the combined Canada-U.S. highway system. The bandwidth indicates weekly Canada-U.S. truck trips. The corridor between Detroit, Toronto, and Buffalo is heavily traveled, with the resulting wide bandwidths causing some loss of roadway detail in that area.

Strategies and Priorities

- **Significance of being a “Corridor”**
 - **Drafted in report for discussion on how corridors should be treated different**
 - **Management**
 - **Operational**
 - **Financial**
- **Create standardized set of corridor strategies**
 - **Strategy options drafted in report for discussion**
- **Identify set of corridor objectives that applies to all corridor**



Strategy Groups

- Highway and Bridge
 - Capacity Additions and New Facilities Strategy Group
 - Maintenance – Capital Preventive
 - Maintenance – Scheduled
 - Modernization and Rebuild
 - Operational Improvement
 - Pavement Surface – Service life
 - Rehabilitation and Reconstruction
 - Safety



Strategy Groups

- Access Management
- Asset Management
- Congestion Pricing
- Enhancement Programs



Strategy Groups

- Intelligent Transportation Systems (ITS) and Incident Management
- Land Use Planning
- Pedestrian and Bicycle Facilities
- Ports -- Water and Airports
- Public Transit– Bus and Rail



Strategy Groups

- **Railroad**
- **Transportation Demand Management (TDM)**
- **Traffic Operational Improvements/Transportation Systems Management (TSM)/Transportation System Management and Operations (TSMO)**



19 Corridor Summaries

- Profiles
- Value of corridor
- Conditions analysis
 - Opportunities and barriers
- Objectives
- Strategies



Corridor Value Comparison

	% Population w/in 20 miles	% Jobs w/in 20 miles	Ave ADT	Student Population	Commer cial enplane ments	Visitor Day/ year (million)	Truck Freight tons (million)	Truck Freight \$ value (billion)	Rail Freight tons (million)	Rail Freight \$ value (billion)	Border Crossing
A Mackinaw City–St. Ignace/Wisconsin	0.1%	0.7%	5,500	2,400	18,000	2.2	7.0	\$10.1	4.0	\$1.6	
B Sault Ste. Marie / Bay City	3.0%	3.0%	12,000	14,000	15,000	16	15.6	\$30.0	*	\$0.1	1
C Bay City–Midland–Saginaw/Flint/Detroit	29.0%	33.0%	83,000	164,500	883,000	32	28.0	\$63.5	2.4	\$1.9	4
D Muskegon/Grand Rapids/Lansing/Detroit	34.0%	40.0%	64,400	242,000	1,500,000	40	18.7	\$56.2	9.9	\$14.4	4
E Detroit/Chicago	28.0%	30.0%	54,300	222,000	18,000,000	44.4	60.2	\$204.2	9.1	\$16.0	4
F Grand Rapids/Chicago	8.0%	10.0%	32,400	110,000	1,300,000	20.3	49.0	\$135.6	11.5	\$14.0	
G Port Huron/Detroit/Toledo	24.0%	23.0%	76,200	115,000	124,000	30	32.8	\$107.8	11.3	\$17.6	8
H Port Huron/Lansing/Indianapolis	10.0%	11.0%	28,500	110,000	870,000	20	26.0	\$78.9	n/a	n/a	4
J Port Huron/Chicago	14.0%	16.0%	35,500	156,500	1,100,000	28	45.3	\$141.8	26.0	\$40.9	4
K I-696	23.0%	27.0%	164,000	55,500	n/a	5.6	16.3	\$51.4	n/a	n/a	
L I-275	11.0%	13.0%	69,400	43,000	18,000,000	26	2.0	\$1.5	10.0	\$10.4	
M Houghton/Marquette/Sault Ste. Marie	1.0%	1.4%	5,100	15,000	103,000	7.8	4.7	\$8.0	2.8	\$0.4	1
N Petoskey/Grand Rapids/Indiana	10.4%	13.0%	21,000	118,000	1,300,000	23	10.1	\$17.0	1.8	\$2.9	
P Mackinaw City–St. Ignace/Holland	6.0%	7.0%	14,000	21,000	303,000	23	3.8	\$6.5	1.2	\$0.2	
Q Benton Harbor/Indiana	1.4%	1.5%	13,300	7,000	2,800	3	10.7	\$18.9	n/a	n/a	
R Flint/Toledo	9.0%	11.0%	50,100	105,000	560,000	11.2	29.6	\$64.2	4.4	\$4.3	
S Mackinaw City–St. Ignace /Alpena/ Standish	1.0%	1.0%	5,000	2,000	9,700	9.7	1.0	\$1.1	**	\$0.1	
T Grayling/Jackson	6.0%	7.0%	20,200	110,000	311,000	15	6.0	\$11.7	1.1	\$2.5	
U Jackson/Toledo	2.00%	2.00%	16,000	18,000	12,000	6.7	4.3	\$10.2	n/a	n/a	

Detroit / Chicago

Corridor of National Significance



<p>Legend</p> <ul style="list-style-type: none"> Economic Regions County Border Crossing Trunkline Bus Network Intercity Bus Station Amtrak Station Carpool Lots Activity Center 	<p>Highway Corridors</p> <ul style="list-style-type: none"> LOCAL REGIONAL STATEWIDE NATIONAL <p>Marine Ports</p> <ul style="list-style-type: none"> REGIONAL STATEWIDE NATIONAL 	<p>Freight Rail</p> <ul style="list-style-type: none"> LOCAL REGIONAL STATEWIDE NATIONAL <p>Passenger Rail</p> <ul style="list-style-type: none"> STATEWIDE NATIONAL 	<p>Air ports</p> <ul style="list-style-type: none"> COMMERCIAL GENERAL
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Example - Corridor Value

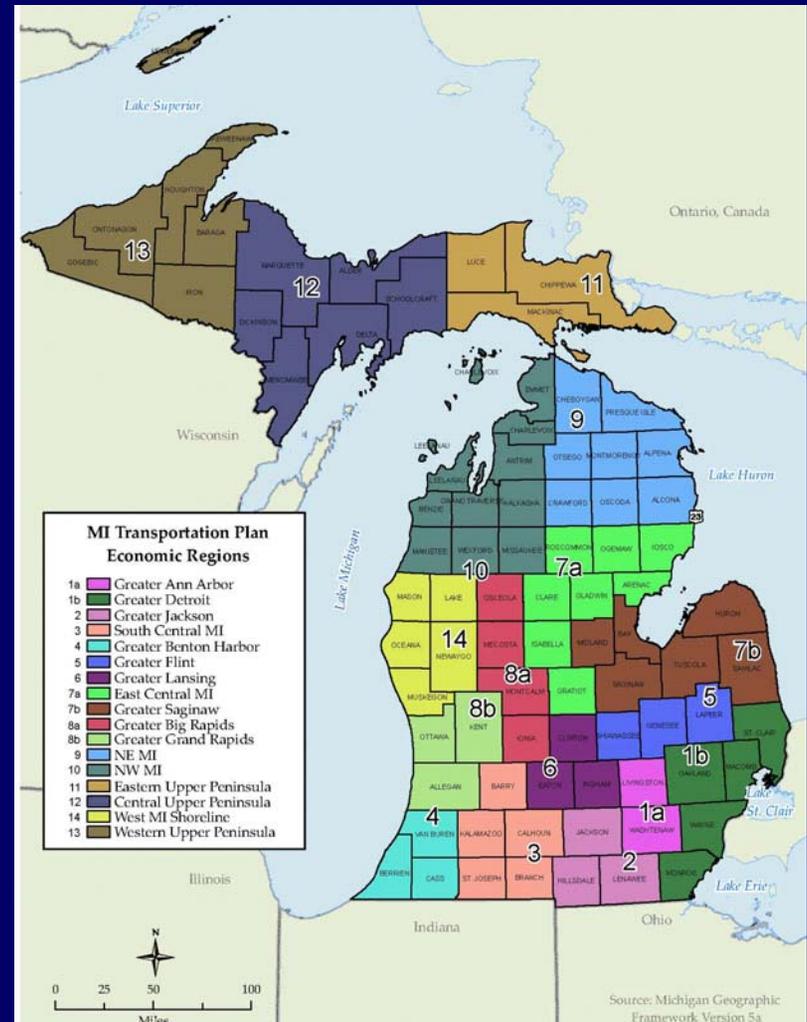
Sault Ste. Marie/Bay City

- 3% of Populations
- 3% of Jobs
- 15.6 million tons and \$30 billion truck freight
- 239,000 tons and \$83 million rail freight
- 11,800 ADT
- Sault Ste. Marie – International Border \$2.2 billion/yr in freight
- Key linkages to I-75
- Mackinaw Bridge – 3.3 million vehicles/year



Economic Regions Corridor Summaries

- 1A - Greater Ann Arbor
- 1B - Greater Detroit
- 2 - Greater Jackson
- 3 – South Central MI
- 4 - Greater Benton Harbor
- 5 - Greater Flint
- 6 - Greater Lansing
- 7A - East Central MI
- 7B- Greater Saginaw
- 8A - Greater Big Rapids
- 8B - Greater Grand Rapids
- 9 - NE MI
- 10 - NW MI
- 11 - Eastern Upper Peninsula
- 12 - Central Upper Peninsula
- 13 - Western Upper Peninsula
- 14 - West MI Shoreline



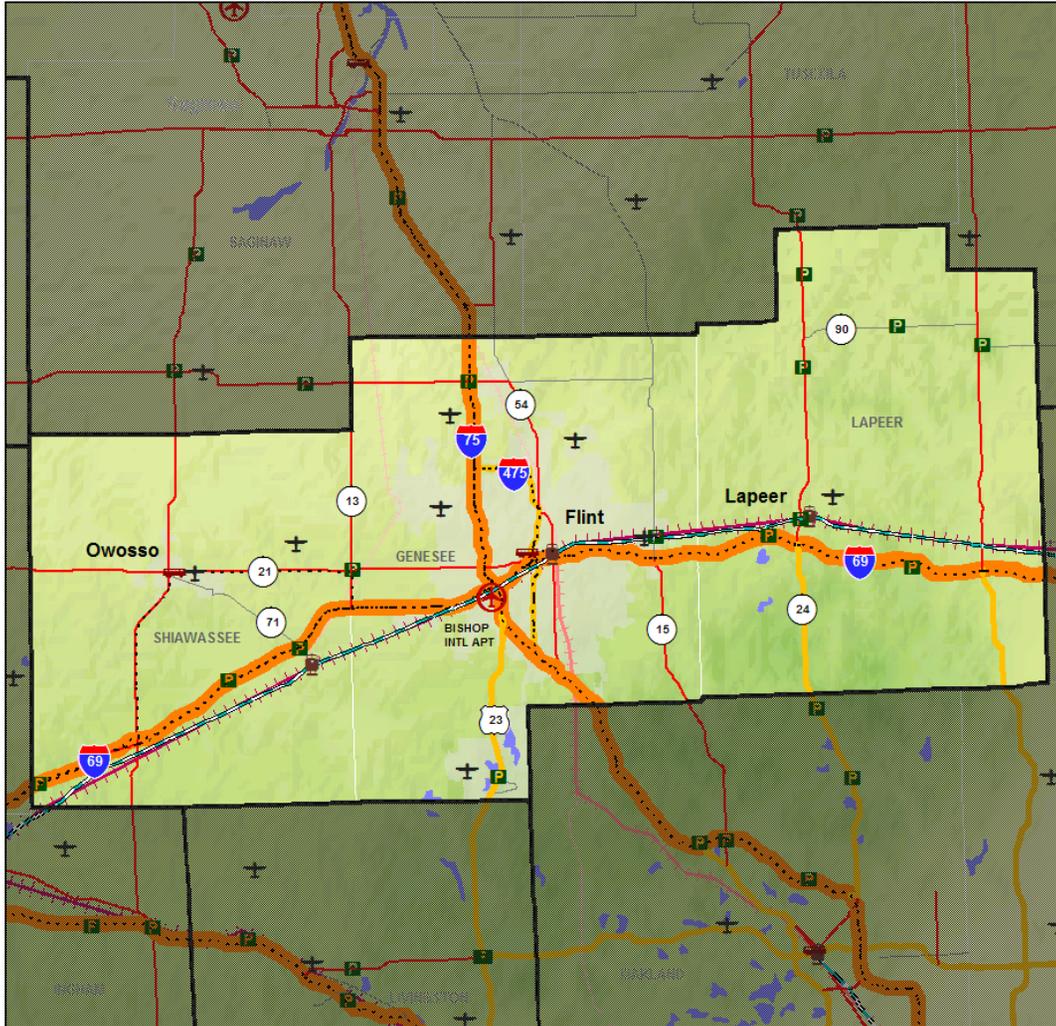
17 Economic Regions Corridor Summaries

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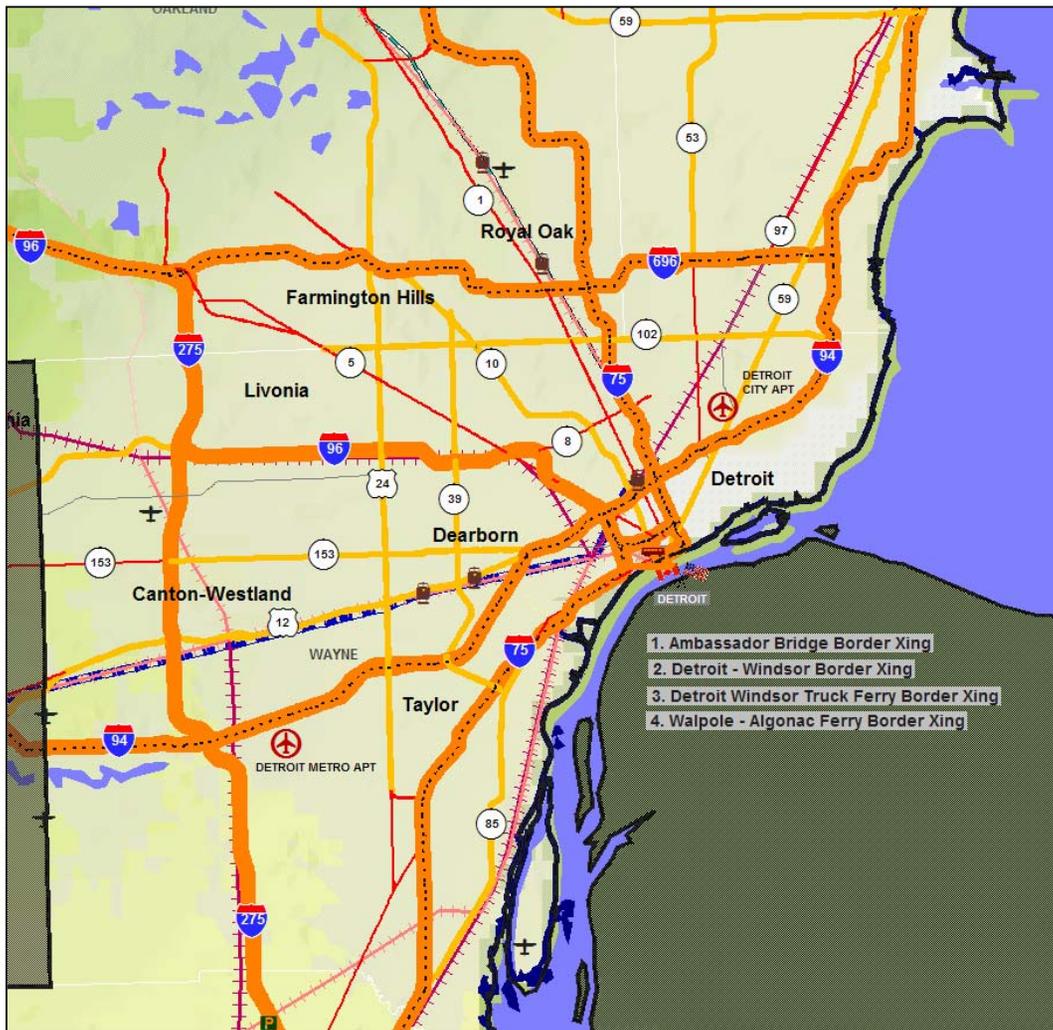
Region Name	2005 Population (thousands)	% State Pop	2005 Employment (thousands)	% State Employment
1A - Greater Ann Arbor	529.814	5.21%	387.159	6.77%
1B - Greater Detroit	4,366.240	42.92%	2,465.470	43.11%
2 - Greater Jackson	314.978	3.10%	150.408	2.63%
3 – South Central MI	554.96	5.45%	314.449	5.50%
4 - Greater Benton Harbor	293.73	2.89%	138.717	2.43%
5 - Greater Flint	612.676	6.02%	285.911	5.00%
6 - Greater Lansing	458.201	4.50%	289.504	5.06%
7A - East Central MI	262.34	2.58%	122.536	2.14%
7B- Greater Saginaw	540.643	5.31%	284.073	4.97%
8A - Greater Big Rapids	195.076	1.92%	78.523	1.37%
8B - Greater Grand Rapids	980.383	9.64%	651.434	11.39%
9 - NE MI	147.119	1.45%	71.109	1.24%
10 - NW MI	305.564	3.00%	180.932	3.16%
11 - Eastern Upper Peninsula	57.6	0.57%	30.366	0.53%
12 - Central Upper Peninsula	173.357	1.70%	95.076	1.66%
13 - Western Upper Peninsula	84.797	0.83%	41.545	0.73%
14 - West MI Shoreline	296.249	2.91%	132.403	2.31%
Total	10,173.730	100.00%	5,719.62	100.00%

Greater Flint



Legend	Highway Corridors	Freight Rail	Airports
<ul style="list-style-type: none"> Economic Regions County Border Crossing Trunkline Bus Network Intercity Bus Station Amtrak Station Carpool Lots 	<ul style="list-style-type: none"> LOCAL REGIONAL STATEWIDE NATIONAL 	<ul style="list-style-type: none"> LOCAL REGIONAL STATEWIDE NATIONAL 	<ul style="list-style-type: none"> COMMERCIAL GENERAL
	<ul style="list-style-type: none"> REGIONAL STATEWIDE NATIONAL 	<ul style="list-style-type: none"> STATEWIDE NATIONAL 	
			Version: 11-13-06

Greater Detroit, Central



<p>Legend</p> <ul style="list-style-type: none"> Economic Regions County Border Crossing Trunkline Bus Network Intercity Bus Station Amtrak Station Carpool Lots 	<p>Highway Corridors</p> <ul style="list-style-type: none"> LOCAL REGIONAL STATEWIDE NATIONAL <p>Marine Ports</p> <ul style="list-style-type: none"> REGIONAL STATEWIDE NATIONAL 	<p>Freight Rail</p> <ul style="list-style-type: none"> LOCAL REGIONAL STATEWIDE NATIONAL <p>Passenger Rail</p> <ul style="list-style-type: none"> STATEWIDE NATIONAL 	<p>Air ports</p> <ul style="list-style-type: none"> COMMERCIAL GENERAL <div style="text-align: center;"> <p>Version: 11-13-06</p> </div>
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What's Next?

- Performance measures
- Review of statewide corridor strategies
- As part of the MI Transportation Plan implementation - conduct individual corridor plans and refine corridor strategies for each corridor



Next Steps

Paul Hershkowitz, Project Manager
Wilbur Smith Associates



MI Transportation Plan Goals

- **Goal Area 1: Stewardship.** *Preserve transportation system investments, protect the environment, and utilize public resources in a responsible manner.*
- **Goal Area 2: Safety and Security.** *Continue to improve transportation safety and ensure the security of the transportation system.*



MI Transportation Plan Goals

- **Goal Area 3: System Improvement.** *Modernize and enhance the transportation system to improve mobility and accessibility.*
- **Goal Area 4: Efficient and Effective Operations.** *Improve the efficiency and effectiveness of the transportation system and transportation services, and expand MDOT's coordination and collaboration with partners.*



Next Steps

- Economic impact analysis
- Economic tool
- Preferred investment package
- Goal Areas



Next Steps

- Household participation study
- On-line questionnaire
- Draft MI Transportation Plan
 - Late winter 2007
 - 45-day public comment period



Closing Comments or Questions?

