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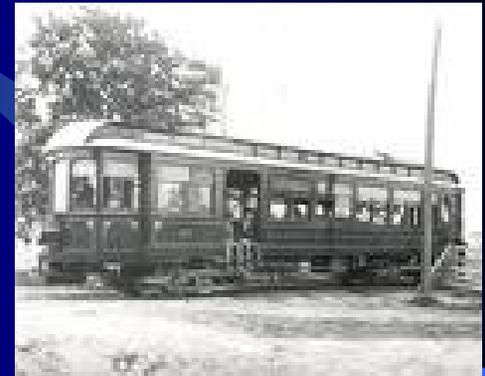
# A Transit Vision for Michigan's Economic and Transportation Future

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# Michigan's Transit Past

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- By 1910, 275 miles of interurban rail connecting the state's communities
- By 1920, 500+ miles of interurban connected the state's communities in addition to local systems
- By 1940, all interurban service terminated



# Michigan's Transportation Present

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- Inexpensive fuel is questionable
- Technology is years off and will not provide the entire solution
- The population is no longer content with one mode of travel
- National security requires multiple options for travel



# Michigan's Transportation Present

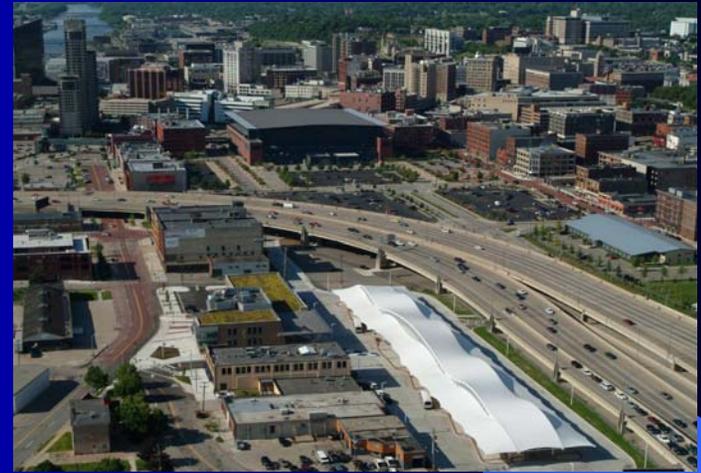
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- Fuel taxes as funding source for transportation declining 
- Identify adequate funding for **ALL** modes of travel
- Transportation Funding Stagnant, declining
- 79 transit authorities and 40 specialized services carrying 94 M passengers in 2007
- Double digit ridership increases in 2008 

# Michigan's Economic Present

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- Michigan's economy needs businesses and development related to innovative Transportation



# US and Michigan's Future

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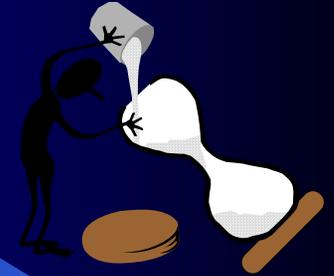
- National Trust Fund to be depleted in FY 2009
- The NSTPRC recommendations - sweeping change for reauthorization with funding not siloed
- Visionary system similar to Interstates needed for transit, passenger and freight rail



# Michigan's Future

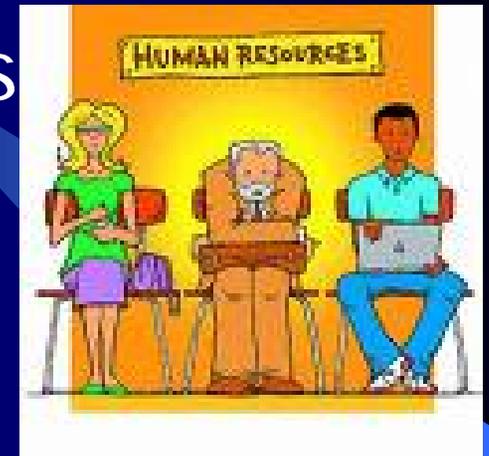
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- Need to return State to Economic Competitiveness
- Michigan's Transportation System and funding must change to regain economic competitiveness
- Aging population continuing to work
- Climate change will impact the future transportation system



# Michigan's Future

- Retaining educated employees to attract jobs will require a more complete transportation system
- Must provide transportation choices for work force



1990 vs 2000 Michigan Demographics

	1990	2000	% Change
General Population	9,295,297	9,938,444	6.92
15 to 19 years	696,803	719,667	3.28
20 to 24 years	705,318	643,639	-8.74
25 to 34 years	1,574,553	1,362,171	-13.49
35 to 44 years	1,406,149	1,598,373	13.67
45 to 54 years	948,119	1,387,939	44.28
55-over	1,903,184	2,082,057	9.40
15 to 54 years	5,330,942	5,691,789	6.77

Source: U.S. Census

# Michigan's Future

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- Michigan must adequately fund the maintenance and improvement of the entire transportation system
- Public Transit and Non-motorized modes are critical pieces of the transportation system



# Michigan's Options

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- Business as usual – no new modes of transportation with continued limited revenues
- Increase the revenue and provide funding for transportation options that generate development and jobs



# Transit Vision/Funding Commitment

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- Seven other states have a Statewide Transit Plan/Vision
- One state has a Statewide Rail Plan
- Michigan Needs to have a vision for public transportation

# A Transit Vision for Michigan

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- High Speed Rail Detroit to Chicago



# A Transit Vision for Michigan

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- Intercity Passenger Rail

- Amtrak's Wolverine
- Amtrak's Blue Water
- Amtrak's Pere Marquette



- Need to reconnect cities with high quality passenger service
- SE + SW Michigan to Northern Michigan
- SW Michigan to SE Michigan

# A Transit Vision for Michigan

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- Metropolitan/Regional Commuter Rail
  - Ann Arbor to Detroit
  - Ann Arbor to Howell



# A Transit Vision for Michigan



U of M Dearborn  
Student Housing  
West Village

## DEARBORN'S TRANSIT VISION



Dearborn Village  
Partners - North



Dearborn Village  
Partners - South



Proposed Ann Arbor to  
Detroit Commuter Rail  
Service



# A Transit Vision for Michigan

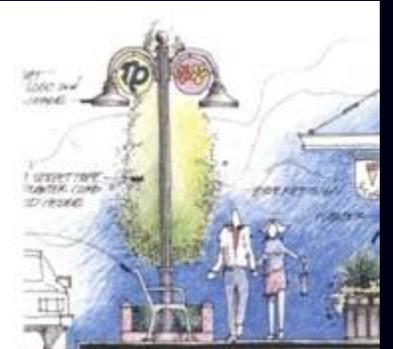


Existing TOD Station

Whitmore Lake Station



Commuter Rail



Design Criteria



Building	Use	Gross Area
A	Gas Station	4,318
B	1st Story Retail	16,000
C	2nd Story Office	24,272
D	1st Story Retail	14,213
E	2nd Story Office	14,213
F	1st Story Retail / Food	6,000

**Development Data**  
 Gross Plot Area: 28.75 Acres  
 Net Plot Area: 23.28 Acres  
 Building Density: 60 General Building  
 Planned Density: 70-80 (Pharmaceutical Development)

**Whitmore Station  
 Conceptual Development Plan**  
 31.5 Acre TOD (Transit Oriented Development)  
 Former "Lumber Storage"  
**LIVE · WORK · SHOP · COMMUTE**



Mixed Use Retail/Office

Proposed Ann Arbor to Howell Passenger Commuter Rail Service

Mixed Use



# A Transit Vision for Michigan

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- Quality Local Fixed Route Bus Service



# A Transit Vision for Michigan

- Quality Specialized Demand Responsive service



Kalamazoo

SE Michigan



Ann Arbor



Traverse City

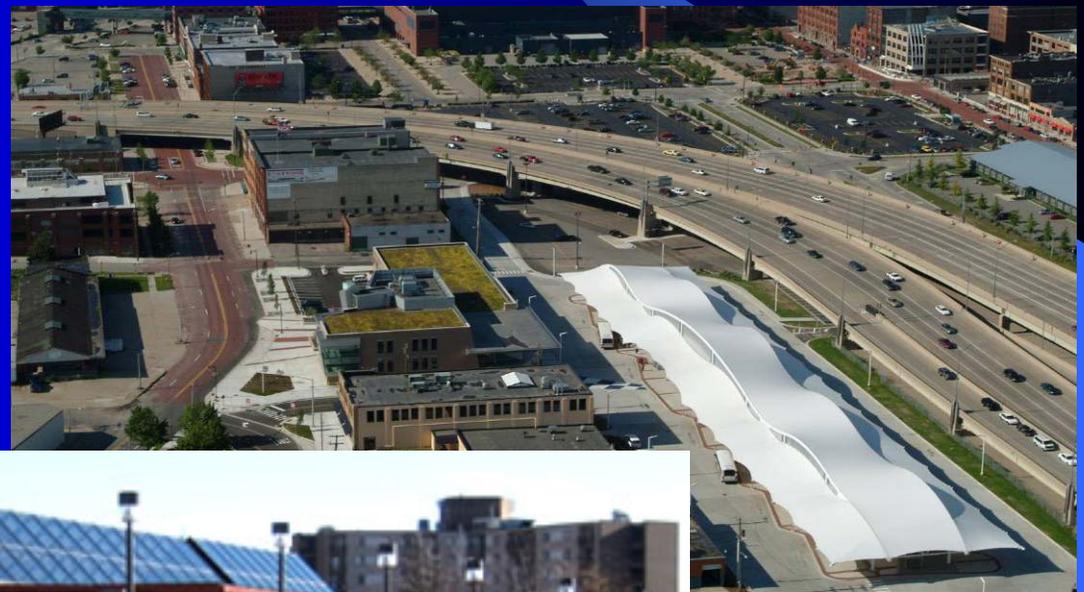


Flint

# A Transit Vision for Michigan

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- Quality Transit supportive infrastructure



# A Transit Vision for Michigan

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- Intelligent Transportation Systems



- Integrated Public Transportation Modes



# A Transit Vision for Michigan

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- Quality Roads, Bridges and Non-motorized facilities

