

Section E STATE LONG RANGE PLAN

The Transportation Equity Act of the 21st Century (TEA-21) requires each state to develop a statewide Long Range Transportation Plan. According to the Act, the Plan must cover a 20-year time frame and must be coordinated with the Metropolitan Planning Organization's (MPO) Transportation Plans. Upon completion, any future transportation improvements must be consistent with the State's Long Range Plan. For that reason, Michigan's State Long Range Plan (SLRP) will be a broad policy-oriented document which can be used to guide transportation investment decisions at all levels of government. The Plan must be flexible enough, however, to accommodate the rapidly changing transportation demands of people operating in a competitive global economy.

GOALS AND OBJECTIVES

The goals and objectives of the State Long Range Plan provide guidance and direction for all statewide transportation programs. MDOT held numerous meetings with the Customers and Providers Advisory Committee in order to review and reassess the goals and objectives adopted for the previous State Long Range Plan. Needed updates have thus been developed in a cooperative manner. The most notable change has been the addition of Safety as a distinct goal, rather than being incorporated into other goals as an ever-present concern.

Goal 1: Preservation

Within the constraints of state and federal law, direct investment in existing transportation systems to effectively provide safety, mobility, access, intermodal connectivity, or support economic activity and the viability of older communities, and ensure that the facilities and services continue to fulfill their intended functions.

- Working in cooperation with the appropriate agencies, develop generally accepted service standards and evaluation criteria which establish the intended functions for each system or mode which receives, or it is anticipated will receive, state support.
- Maintain, and where appropriate, improve state highways, county primary and local roads, city major and local streets, and bridges under all jurisdictions, as necessary, to preserve and expand their usefulness for all modes according to service standards.
- Work with appropriate public and private agencies to maintain and improve public transportation services and equipment according to service standards and reinvest or adapt service, as warranted, to address changing travel and safety needs.
- Preserve rail corridors presently serving traffic according to service standards, and support public policy that encourages reinvestment to ensure their continued economic viability and safety.
- Preserve abandoned railroad corridors for possible future transportation service in keeping with service standards, with interim use that maintains the corridor's integrity.
- Encourage federal authorities to continue to maintain and, where necessary, improve Great Lakes navigational channels and related facilities and services according to service standards.
- Maintain and improve existing aviation facilities and services according to service standards and expand them where appropriate.

- Maintain, improve, and connect non-motorized facilities, with an emphasis on accessibility and mobility, recognize the different uses and needs of those that are part of the roadway, those that are ancillary to the roadway, and those that are separate and independent facilities.

Goal 2: Safety

Promote the safety and security of the transportation system for users and passengers, pedestrians and motorized and non-motorized vehicles.

- Continually reduce the rate and severity of motor-vehicle crashes through research, innovation, and application in partnership with other traffic safety organizations and professionals.
- Participate in educational efforts and public information campaigns to educate vehicle operators and other users of transportation systems to become safer road users, passengers and pedestrians.
- Recognize the differing demands of the many modes using the road network, and improve the safety of different kinds of traffic using the same networks, such as automobile and truck traffic, vehicles and pedestrians or bicycles, or road and off-road vehicles, including snowmobiles.
- Work with local communities and railroads to improve safety and traffic flow at points where transportation networks intersect, such as at rail/highway grade crossings; non-motorized paths, routes and trail crossings; and bridges and overpasses.

- Promote safety through adherence to sound engineering practices and uniform high standards in traffic signs, signals, and pavement markings on the state and local road systems.
- Promote high professional standards among those responsible for traffic engineering, crash prevention, and enforcement through qualification and periodic in-service training.
- Work with service providers, local communities and enforcement officials to improve the user safety of transit and intercity buses and trains, and the security at bus stops, carpool parking lots, stations and rest areas.
- Work to identify and address the needs of aging drivers and pedestrians, the visually and physically impaired, and other groups with distinct safety needs.
- Ensure that the planning process considers the safety of community residents as it plans, develops, designs and implements transportation and land use actions.

Goal 3: Basic Mobility

Work with the general public, public agencies and private sector organizations to ensure basic mobility for all Michigan citizens by (at a minimum) providing safe, effective, efficient and economical access to employment, educational opportunities and essential services.

- Seek transportation solutions which respond to customer needs using the most beneficial and cost-effective mix of transportation modes.
- Preserve freedom of choice regarding all modes of transportation, and the frequency and time of travel.

- Enhance the responsiveness and efficiency of transit and ridesharing services to address customer expectations, keep routes effective and equipment accessible, and reduce costs.
- Facilitate the use of mobility-enhancing devices and encourage bicycling and walking as means of transportation by providing and maintaining on and off-road non-motorized facilities.
- Develop a plan to help facilitate the provision of a base level of public transportation services statewide, with priority given to people with specialized transportation needs such as the elderly, people with disabilities, and the transit-dependent.
- Improve safety for all modes of transportation in coordination with appropriate public agencies and private companies.
- Provide electronic and other types of information on modes and systems so travelers can make informed choices about transportation alternatives.
- Actively encourage public participation throughout the transportation decision-making process through electronic and other means.

Goal 4: Strengthening the State's Economy

Provide transportation infrastructure and services that strengthen the economy and competitive position of Michigan and its regions for the 21st Century.

- Improve Michigan's ability to compete in a global economy through more efficient connections and access to border crossings, intermodal facilities and improved linkages between modes.

- Focus any transportation investment for economic development on those projects that improve Michigan's competitiveness or retain or increase employment opportunities within the state.
- Support opportunities for region and community job creation and retention through transportation investments that serve employee and employer needs.
- Provide a reliable all-season transportation network.
- Support tourism by providing transportation systems that facilitate travel, enhance recreation opportunities, protect natural amenities, and make the transportation system itself a tourist attraction.
- Make improvements to rail infrastructure to accommodate safer, higher speed and more efficient rail service.
- Coordinate with the public and private maritime community to make improvements to the marine navigation system and infrastructure to more efficiently utilize the Great Lakes fleet.
- Promote development and application of new technologies, as appropriate and cost-effective, to address transportation issues.

Goal 5: Transportation Services Coordination

Create incentives for coordination between public officials, private interests and transportation agencies to improve safety, enhance or consolidate services, strengthen intermodal connectivity, and maximize the effectiveness of investment for all modes by encouraging regional solutions to regional transportation problems.

- Promote and support regional coordination between transportation providers, and coordinate activities of public and private transportation providers to achieve greater economies of scale and improve connectivity in the provision of transportation service across and within jurisdictions and among modes.
- Enhance coordination among state, regional, city, county, township and tribal officials, education officials, land use planners, providers of public infrastructure and private interests in order to facilitate efforts to anticipate, accommodate or manage growth.
- Coordinate public transportation service among transit agencies, human service agencies, school systems and local governments to minimize duplication of service.
- Assist coordination between transportation agencies and private sector freight interests to ensure that transportation systems continue to serve the needs of commerce effectively and safely in an environment of economic and technological change.
- Promote cooperation among airport officials and local, regional, state and federal transportation agencies and land use planners to coordinate improvements to the infrastructure and services that support aviation facilities.

Goal 6: Intermodalism

Improve intermodal connections to provide "seamless" transportation for both people and products to and throughout Michigan.

- Employ complementary intermodal strategies to address transportation congestion where adding capacity may not be practical.

- Resolve transportation problems by encouraging the use of the most beneficial and cost-effective mix of transportation modes available.
- Improve the efficiency of intermodal freight facilities and linkages among modes to improve freight service to and through Michigan.
- Encourage transportation trip continuity and improve the efficiency, safety, and convenience of passenger, freight and commercial transportation.

Goal 7: Environment & Aesthetics

Provide transportation systems that are environmentally responsible and aesthetically pleasing.

- Protect, preserve, maintain and enhance the aesthetic and visual qualities of state highways, bridges, adjacent right-of-way, and other transportation facilities, as design, construction, maintenance, improvement or repairs is undertaken.
- Plan and design transportation improvements that respect sensitive or unique natural, scenic and cultural environments and construct the improvements in compliance with all federal, state and local environmental regulations.
- Protect and enhance the transportation environment and mitigate environmental impacts related to transportation development.
- Incorporate creative design in transportation infrastructure to reflect Michigan's cultural, natural and artistic heritage where feasible and determined desirable, with appropriate public input.

- Challenge, through appropriate processes, federal rules and guidelines when the outcome of enforcing them will not achieve their intended objectives, will contradict other federal mandates or will impose costs or delays that significantly exceed anticipated benefits.
- Encourage local participation in aesthetic work through public involvement, financial or in-kind participation and maintenance agreements.
- Take a corridor approach to aesthetic treatments, where appropriate and encourage state and local partnerships for aesthetic work along transportation corridors.

Goal 8: Land Use Coordination

Coordinate local land use planning, transportation planning and development to maximize the use of the existing infrastructure, increase the effectiveness of investment, and retain or enhance the vitality of the local community.

- Create incentives to coordinate local land use planning with planning for transportation and other infrastructure improvements on a multi-jurisdictional basis.
- Preserve right-of-way corridors for anticipated transportation improvements and work with local governments to address access control problems along existing corridors.
- Develop and implement a mechanism to coordinate airport and land use planning and encourage appropriate land use controls around airports to ensure that they remain a safe and viable element of the community.
- Encourage participation by land developers in transportation finance, through voluntary contributions or other mechanisms, so that transportation agencies share

in the returns from new investment and road users are not burdened by unnecessary congestion.

- Implement transportation solutions which respect the integrity and cohesiveness of communities, and their natural, agricultural, and built environments, by seeking input as early as possible in the project development process from local elected and transportation officials and from area residents regarding proposed improvements such as new roads, routes, or facilities.
- Coordinate transportation improvements in economically depressed areas with efforts to revitalize those communities.

INTEGRATION OF PLANS AND DEVELOPMENT OF THE FINAL PLAN

The department will combine the statewide goals and objectives, the sub-state plans, and the project-specific MPO Long Range Plans to create the final State Long Range Plan (SLRP). In achieving this objective, the substate planning process addresses transportation issues between MPO's and in areas outside the MPO's. The southern sub-state plan and the MPO plans will be checked to ensure consistency between proposed projects and programs.

A final component of the Long Range Plan will be the development of a funding strategy to address Michigan's transportation needs as outlined by the substate and MPO plans. The Michigan Transportation Commission and MDOT management will develop these funding strategies. When their work is complete, the entire package -- goals, summarized substate plans, and funding strategy -- will be presented for a final opportunity for public comment prior to the State Long Range Plan being submitted to the Federal Highway Administration and the Federal Transit Administration.

The Michigan Department of Transportation is committed to ongoing public involvement, and will update the State Long Range Plan every three years.