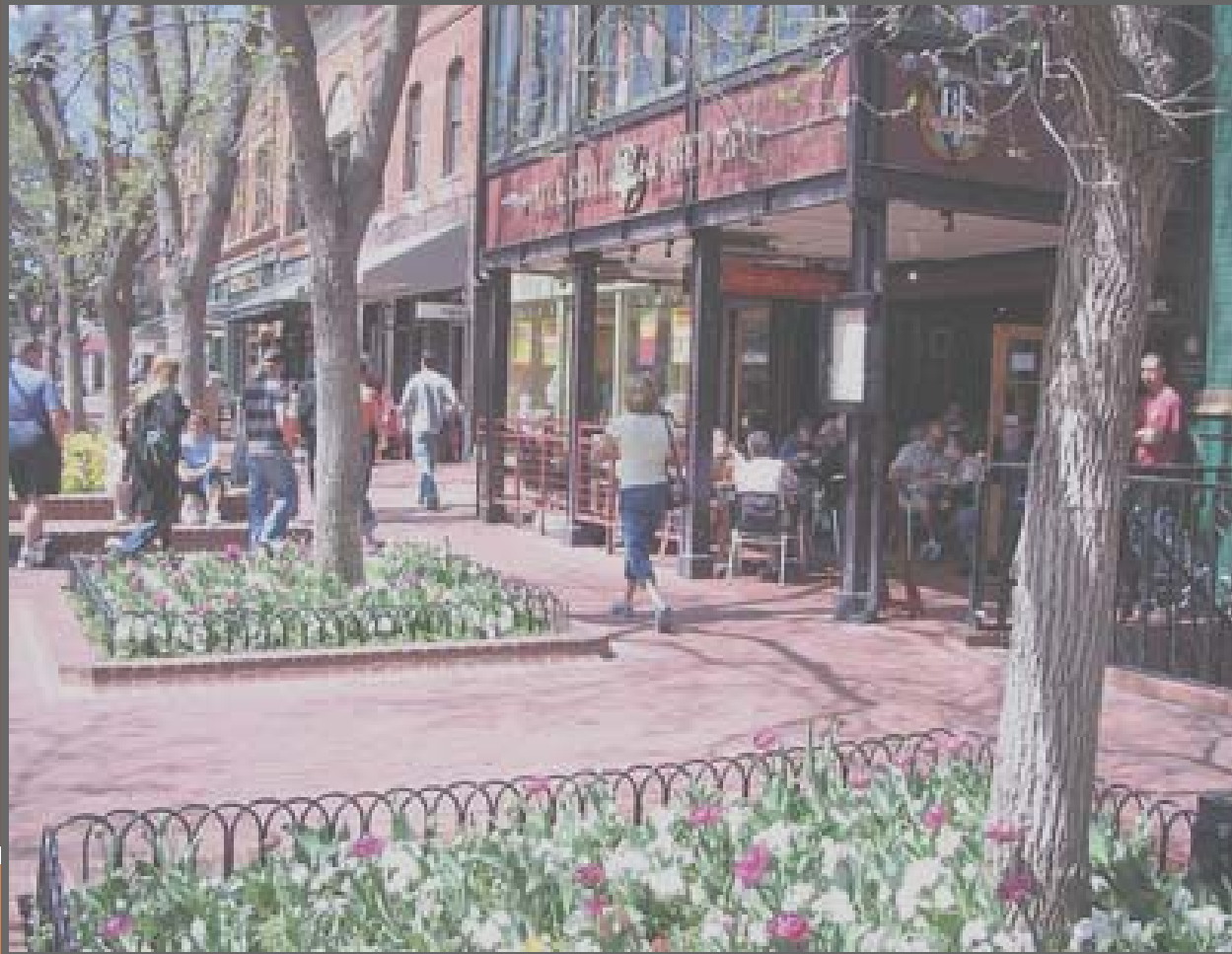


Transforming the Michigan Avenue Corridor

a complete streets and transit-oriented development study



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Clientele

City of East
Lansing



City of
Lansing



Lansing
Township



Project Acknowledgements

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- Dr. Rex LaMore, Urban & Regional Planning Program, Michigan State University and Center for Community and Economic Development

Transforming the Michigan Avenue Corridor

- **Connecting the MSU campus with downtown Lansing, Michigan's Capitol City.**
- **Cross-Jurisdictional, falling within the boundaries of the City of East Lansing, Lansing Charter Township and the City of Lansing.**
- **Determining how well the Corridor accommodates a variety of transportation users: Transit, Pedestrians, Bicyclists, Automobiles, Disabilities.**
- **Potential for multi-modal transportation system.**



MICHIGAN AVENUE CORRIDOR

AERIAL VIEW



- LANSING CITY MARKET
- OLDSMOBILE PARK
- POSSIBLE BALL PARK NORTH DEVELOPMENT SITE
- PERE MARQUETTE PROJECT BOUNDARY
- SPARROW HOSPITAL

CORRIDOR LENGTH = 3 MILES



MICHIGAN AVE CORRIDOR IMPROVEMENT AUTHORITY STUDY COMMITTEE

- The goal of the authority is to revitalize and beautify the Michigan Avenue corridor by:
 - Creating a walkable and bikable environment
 - Attracting a larger base of customers and creating a pleasant living environment for surrounding neighbors
 - Conceptual Development Plan (draft 03/05/09)

Can be viewed at www.michiganavecorridor.com



Complete Streets:

- Roadways that accommodate all users.



Transit Oriented Development:

- Maximizes access to mass transit and non-motorized transportation with centrally located rail/bus stations surrounded by high density, mixed use development.



Methodology

□ Complete Streets

- **Four User Groups: Pedestrians, Bicyclists, Transit, Automobile.**
- **Created Survey Instrument.**
- **Compiled data into un-weighted “point system”.**
- **Used rating system to classify each block into one of five “complete streets” categories.**
- **Created a block-by-block analysis for the entire study site.**

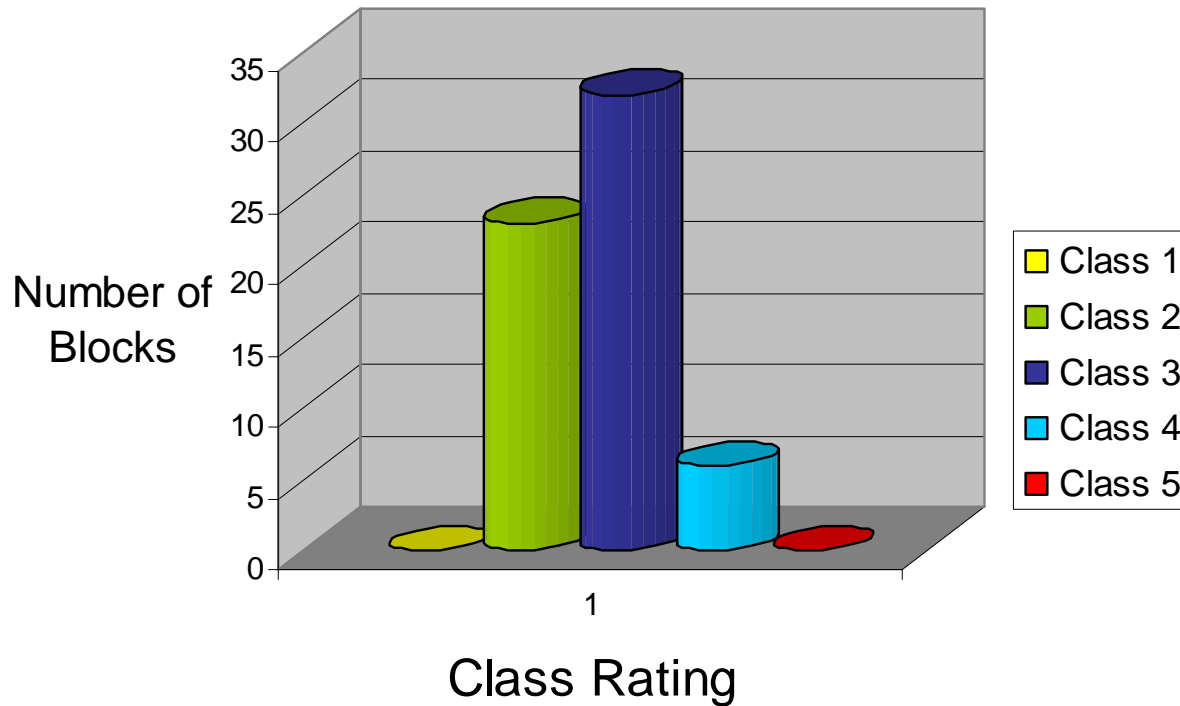


□ Transit Oriented Development

- **Researched existing examples of T.O.D. to determine suitability for success.**
- **Researched components of these successful T.O.D. examples.**
- **Researched possible transit-systems which could be implemented along the corridor.**
- **Referenced block-by-block manual for possible development sites.**

Complete Streets Findings

Complete Streets Classifications



Michigan Avenue
is **NOT** a
complete street.

62 Total Blocks Studied

COMPLETE STREET CLASSIFICATION MAP



COMPLETE STREET LEGEND	
	CLASS 1
	CLASS 2
	CLASS 3
	CLASS 4
	CLASS 5

Classifications

Class 1 = most complete
Class 5 = least complete

Complete Streets Findings

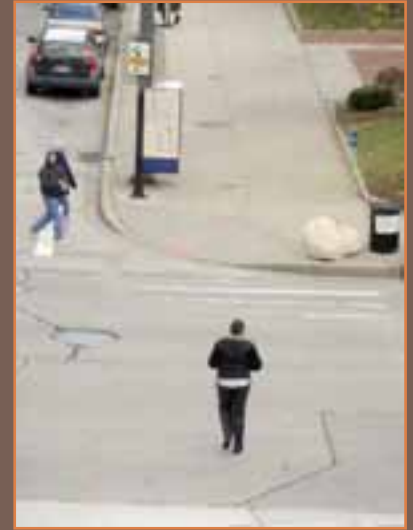


The Michigan Avenue Corridor typically:

- ❑ Is dominated by automobiles
- ❑ Frequent Traffic Congestion
- ❑ Has an abundance of space dedicated to parking

Complete Streets Findings

- Majority of corridor lacks pedestrian accommodations
 - Cracked, uneven and narrow sidewalks
 - Obstructions along some walkways
 - Lack of curb cuts
 - Few detectable warnings
 - Little decorative landscaping
 - Insufficient crosswalks



Complete Streets Findings

- Inadequate bus stops
- Few bus pullouts
- Absence of bike lanes
- Lack of bike racks
- Non-ADA compliant

Bus stop lacking shelter



Complete Streets Findings

- Lacks attractive design features
- Consists of low-density development that creates a disconnected visual appearance
- Does not take advantage of proximity to nearby attractions



Most Complete

2000 North, Fairview St. to Clemens St.
Class 2 Rating

- Short setbacks provide comfortable enclosure
- Pedestrian-scaled ornamental lighting
- Outdoor restaurant seating
- Wide and smooth sidewalks
- Pedestrian-activated crosswalk
- On-street parking available
- Attractive business facades
- Close proximity to sheltered bus stop



Least Complete

1300-3400 North, Highland Avenue to Friendship Circle

Class 4 Rating

- Sidewalk cracked, uneven & not continuous
- Minimal lighting
- Lack of attractive landscaping
- Large building setbacks
- No crosswalks
- No bicycle lanes or parking



Recommendations for Complete Streets

- Report provides block-by-block recommendations
- 8 goals/categories
- In this section – detail on 3 goals
 - ▣ Objectives
 - ▣ Impacts



Recommendations for Complete Streets

1. Implement road diet along entire Corridor
2. Provide bicycle infrastructure
3. Provide improved transit infrastructure to encourage transit use for residents and visitors
4. Provide pedestrian infrastructure to allow safe access for all



Recommendations for Complete Streets

5. Improve parking and access management to reduce the dominance of parking
6. Improve building appearance to create an attractive and consistent street design
7. Guide future developments to be pedestrian and transit-oriented
8. Enhance strengths of the Corridor



Recommendations for Complete Streets

Implement road diet along entire Corridor

- Redesign roadway by repainting lane dividers
- Narrow the width of lanes to 10 feet
- Reduce by one lane in some areas
- Extend curb in some areas
- Lower speed limit where needed to make the whole Corridor 30 miles per hour



Recommendations for Complete Streets

Provide Pedestrian Infrastructure to Allow Safe Access for All

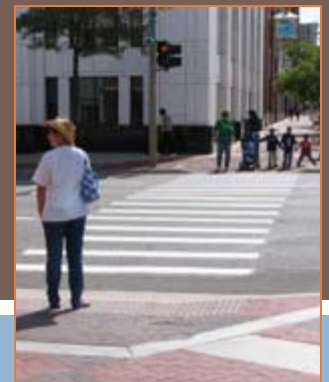
- Repave sidewalk where surfaces are uneven and cracked
- Widen sidewalk to 8 feet
- Relocate trees that obstruct the walkway, replant in verge
- Widen verge and add decorative landscaping
- Add ornamental, pedestrian-scaled lighting where it is not present
- Better maintenance



Recommendations for Complete Streets

Provide Pedestrian Infrastructure to Allow Safe Access for All (cont.)

- Add detectable warnings to all block corners
- Add crosswalks where needed, suited to need and activity
- Make drivers more aware of pedestrian presence



Recommendations for Complete Streets

Enhance Strengths of the Corridor

- Provide decorative signage for destinations including Old Town, Wharton Center, River Trail, Lansing Center, etc.
- Draw attention to the Red Cedar River
- Decorative flags on light post to indicate proximity to Michigan State University and the State Capitol



Components of a Transit-Oriented Development

An aerial photograph of a transit-oriented development. A light rail train is traveling down a street. To the left, there are multi-story brick buildings. To the right, there are green trees and a dedicated bicycle lane with a cyclist. Several cars are visible on the street. The scene is a mix of urban infrastructure and greenery.

- Walkable design with pedestrian as the highest priority
- Alternative Transportation as prominent feature
- Multi-Modal Transportation Center containing a mixture of uses
- High density development
- Designed to include the easy use of bicycles, scooters, and rollerblades as daily support of transportation systems
- Reduced and managed parking

Michigan Avenue Corridor Demographics

Suggested Population Density to support a TOD

Boston, MA 5,819,100
1,034.1 people per square mile

San Diego, CA 2,813,833
670 people per square mile

Wash., D.C. 7,608,070
794.5 people per square mile

Minimum suggested density to support at TOD
= 500 people per sq. mile.

Michigan Avenue Population Density

Lansing MSA 447,728 total
262.3 people per square mile

Michigan Avenue Corridor
9,377 total

Source: Michiganavecorridor.com

Our research suggests that there are no municipalities, with similar demographics, that have implemented a Transit-Oriented Development.

TOD RECOMMENDATIONS

- “20-Minute Corridor. Live, work and play”
 - Stretching from MSU Union to State of Michigan Capitol
- Encourage new developments to utilize TOD characteristics
 - Stadium District -Ball Park North
 - Lansing City Market -Market Place
 - East Lansing City Center(s) -Capitol Club Tower
 - Sparrow Healthcare -City Center Studios

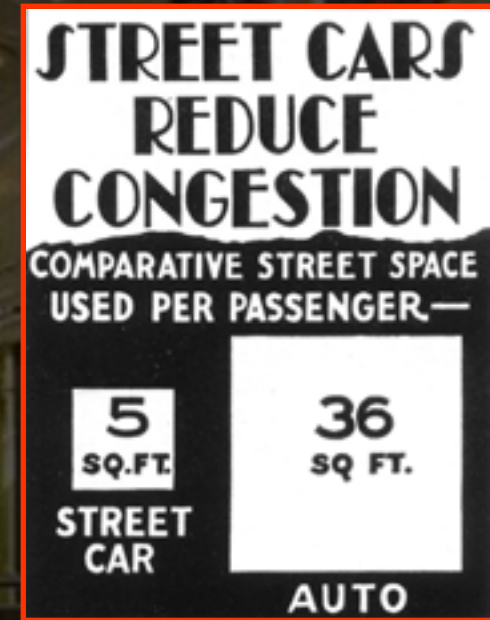


MAYOR VIRG. BEECHER



Electric Streetcar System

- Clean energy, environmentally responsible
- Reduce traffic congestion on corridor
- Primary Stakeholders
 - Local Municipalities
 - Capitol Area Transportation Authority (CATA)
 - Lansing Board of Water and Light
 - Option for General Motors Involvement
 - New niche for struggling industry
 - Existing infrastructure
 - Help local economy and job market



Transit-Oriented Development Recommendations

Multi-Modal Transportation Center

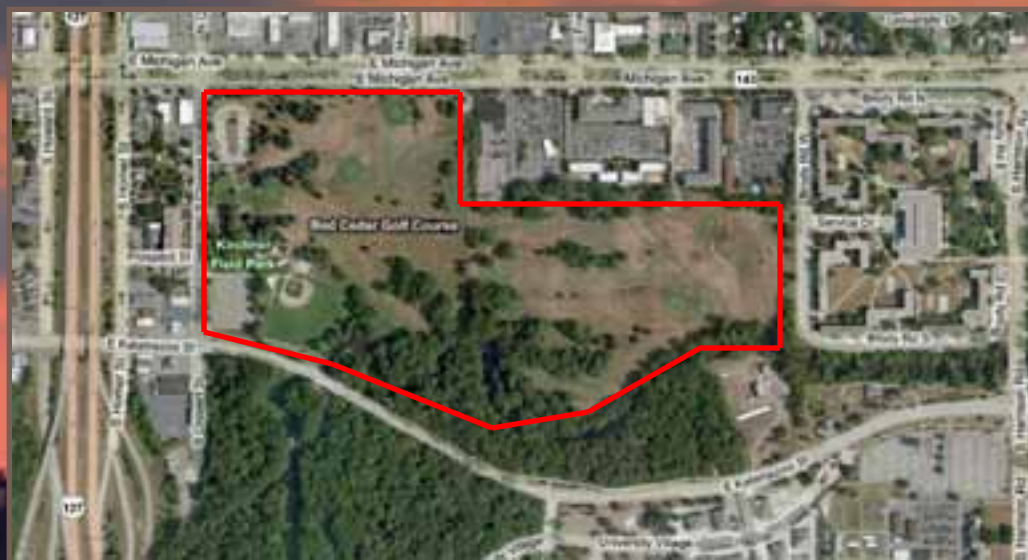
- ▣ Mixed Use (hotel, conference center, retail & food service)
- ▣ Commuter Parking
 - ▣ Transportation Service
 - (bus, BRT, streetcar, airport, cabs, Michigan Flyer, Amtrak)
 - ▣ Covered Bike Lock Stations and Rental
 - ▣ 2 site options
(park-like setting with green space)



Possible Site Options for Multi-Modal Transit Hub

RED CEDAR GOLF COURSE

- approximately 45 acres
- has remained closed the previous 2 seasons
- existing park setting reused
- flood zone issues
- close proximity to highway



East Frandor Shopping Center

- approximately 14 acres
- vacant storefront
- large parking lot underutilized
- relocation of businesses
- close proximity to highway
- revitalize Frandor Shopping Center



Gateway into Michigan Avenue

- Use Highway 127 as an official welcoming “gateway” municipalities
 - Beautify overpass
 - Diminish “barrier” between municipalities
- “Live, work and play on the Corridor”



We welcome your Questions
and Comments!

