PUBLIC FORUMS

Long Range 2040 Transportation Plan Update

June 24
East Lansing Hannah Center
5:30 p.m. to 7:30 p.m.

June 25
Delhi Charter Township Hall
11 a.m. to 1 p.m.

June 26
Clinton County Road Commission
1p.m. to 3 p.m.

AGENDA

Registration & Lunch Buffet/Networking

Buffet by Grand River Catering- Vegetarian options available

Welcoming Remarks

June 24 — Nathan Triplett, Tri-County Regional Planning Commission
June 25 — Brian McGrain, Tri-County Regional Planning Commission
June 26 — Dave Pohl, Tri-County Regional Planning Commission
(5 min)

Overview of Transportation Planning

Presentation by Paul Hamilton, TCRPC Chief Transportation Planner (20 min)

Table Exercises

Discuss Goals and Objectives – Record proposed changes (20 min)
Select Most Important Goals and Vote (10 min)

Rank Capacity Changing Projects & Suggest Changes to Projects

Visit stations to give opinions on capacity changing projects (45 min)
Available stations:

- transit
- non-motorized
- other

Closing Remarks

TCRPC is committed to open and accessible events. Please contact us in advance if you need special accommodations to attend any of our meetings at (517) 393-0342.Se Habla Espanol

2040 Transportation Plan Mission Statement: *The mission of the tri-county regional transportation plan is to provide and maintain a sustainable multi-modal transportation system for safe and efficient movement of people and good in and through our region that is based on the regionally adopted themes and land use principles in Regional Growth Trends: Choices for Our Future, on regional economic development, on protected environmental quality, and on an equitable, inclusive quality of life.*

2040 Plan Goals	Objectives
Public Involvement: **Proactively involve the public in planning and development of the transportation system.**	• Offer various opportunities and venues for participation in planning. • Use modern communications media including social media, email, and websites along with standard methods to solicit input and feedback. • Involve social service and health agencies, underrepresented and minority groups, and other stakeholders to help meet regional goals of inclusion and environmental justice.
Management Systems and Efficiency: **Maximize the transportation system's efficiency by balancing its multi-modal performance and by using integrated management systems.**	• Improve operations by prioritizing projects that enhance all modes and provide balance to the transportation system. • Use management techniques that maximize operating efficiency and coordinate the movements of people and goods. • Use accepted management systems to evaluate, prioritize, and develop cost effective strategies to address Congestion, Traffic Safety, Bridges, and Intermodal Management and Pavement Assets Conditions. • Integrate analyses to evaluate alternatives and develop strategies for problem identification, analysis, priority setting and programming.
Financial: **Seek financial resources sufficient to preserve, maintain, and improve the multi-modal regional transportation system.**	• Give highest funding allocations priority to preserving, enhancing, and wise management of the existing multi-modal regional system. • Encourage regional economic development that supports or maximizes financial resources for transportation systems. • Consider life cycle costs to maximize long term benefits of transportation improvements.
Safety: **Design, manage and maintain transportation systems consistent with safety standards, with community character, and with the goals of the Regional Growth plan.**	• Encourage traffic control measures and Intelligent Transportation Systems (ITS) applications, lighting, signage, and innovative construction and design solutions to improve safety for all modes of travelers. • Encourage Complete Streets ordinances and designs and use safety programs to minimize conflicts between modes with improvements such as traffic calming, pedestrian and rails crossings, paved shoulders, bicycle lanes, safety education, and enforcement.
Accessibility and Mobility: **Develop a multi-modal transportation system that provides accessibility and offers choices for efficient movements of people and goods.**	• Maximize accessibility to all persons regardless of economic, physical and social characteristics and address special needs of persons. • Encourage use of land use planning techniques such as mixed use, infill, and transit-oriented-development that enhance access. • Expand public transit and other modal choices to region's rural areas. • Promote Transportation Demand Management (TDM) strategies as an alternative to building additional capacity.
Climate Change Adaptation and Energy Sustainability: **Develop a transportation system that reduces energy consumption, greenhouse gas emissions and encourages sustainable development.**	• Reduce air pollutant emissions and concentrations consistent with the Clean Air Act. • Implement the regional land use vision with development designs that reduce greenhouse gas emissions and vehicle miles of travel (VMT). • Promote use of cleaner fuels and sustainable energy technologies. • Evaluate projects for their impacts on greenhouse gases, vehicle miles of travel and energy sustainability.
Economic Development: **Maintain, improve, and integrate a multi-modal transportation system**	• Provide transportation services and intermodal connectivity that helps retain and expand existing businesses and attracts new businesses. • Foster regional cooperation and management of transportation that can reduce

that fosters and supports job creation, retention, and investment.	business costs, increase investments, and improve opportunities for residents. • Support cultural tourism and our regional transportation history.
Community & Environmental: **Design transportation system improvements that are compatible with community character and minimize environmental impacts.**	• Coordinate transportation projects with capital improvement projects to minimize disruption in affected communities. • Emphasize context-sensitive design solutions that preserve historic character. • Resize facilities with excess vehicle capacity to achieve community character goals. • Minimize transportation-generated noise.
Land Use: **Develop a transportation system which minimizes conflicts between transportation and land use and that meets federal, state and local environmental standards.**	• Minimize disruptions to open space, farm land, wetlands and natural areas. Encourage urban high density development. • Strengthen the metropolitan center, discourage sprawl and encourage efficient use of existing infrastructure. • Develop transportation infrastructure and services consistent with the Regional Growth plan, local land use and Greening Mid-Michigan plans. • Encourage and incentivize transit-oriented development.
Transit: **Develop, maintain, connect and expand the region's public transportation system to provide convenient transportation.**	• Increase public transit's modal share in the region. • Develop and maintain the most cost effective regional public transit system possible. • Increase intermodal linkages between transit, auto, rail, air, and non-motorized travel modes. • Provide high capacity rapid transit services in priority corridors such as Michigan/Grand River Avenues and Lansing to Detroit. • Provide stronger connections between all transit services.
Intermodal: **Better integrate Aeronautics and Rail facilities and services into the regional transportation network.** **Increase intermodal passenger and freight transportation connections.**	• Encourage passenger and freight facilities and services that provide multi-modal connections. Encourage efficiency in freight movement. • Support Airports and Rail station services and improvements. • Prioritize projects that improve access to intermodal facilities. • Improve intermodal access to the region's air and rail facilities. • Pursue balanced regional funding for Capital Region International Airport.
Non-Motorized: **Encourage pedestrian and bicycle modes as viable, healthy, safe and enjoyable alternatives.**	• Provide and maintain economical bicycle, pedestrian and multi-use path facilities in rural, suburban and urban areas that meet engineering standards. • Encourage connectivity within and across jurisdictional boundaries and with statewide systems. Provide a system that serves high travel demand corridors and centers, such as Michigan State University.
Parking: **Address parking needs region-wide with approaches that minimize urban congestion and improve multi-modal transportation use.**	• Encourage reduced parking ratios in land use ordinances and provide preferential or discounted parking for carpools as incentives for adopting clean commute alternatives. • Promote an overall reduction in vehicle parking demand by encouraging use of other travel modes. • Develop parking facilities consistent with access management standards and community character goals. Encourage reduced parking ratios.
Intelligent Transportation Systems (ITS): **Use information technologies to better manage and to enhance efficiency of the transportation system**	• Develop actions consistent with the Lansing Sector ITS Architecture Report for all modes. • Improve safety of the regional transportation system by reporting hazardous conditions. • Improve transportation system management during peak periods, special events, incidents, and weather. • Enhance public transit service and attractiveness with ITS systems.

Regional 2040 Transportation Plan Goals and Objectives
June 2014 Public Comments

Venue	Likes	Dislikes	Modifications	Thoughts/Priorities
E. Lansing Hannah Center	Bicycling & Walking	Information/More detail		Cabstand - Intermodal not reflected
	Transit Access for seniors and disabled	Too may units of gov't for cohesive plan		Intercity Buses
	Financial Goal	Lack of efficiency		County Boundaries transit and transfers difficulty
	Different Mobility	Lack of public involvement		Outreach/education programs needed
	Transit Convenience	Emissions reduction versus cost		
	Management System			
	Max System			
Delhi Township Hall	Climate Change (incorps. Non-motorized)	Economic Development goal similar to management systems	Ride Quality (add)	Economic Development/Resource Allocation & Development
	Comm. Env. Design	Intermodal air-rail goal limited passenger service	Non-motorized (include engineering techniques, paving shoulders)	Think about cost constraints
	Safety	Financial (need more detail for 2nd objective)	Intermodal (delete last bullet point)	Need for reg. cooperation
	Financial goals give ability to prioritize	Sidewalks along Grand River by airport is not complete	Pursuing balanced regional funding for Cap. City Airport	How do we influence/encourage policy change beyond our control? (i.e. in rail policy & with land use?)
	Management Systems	Spectran should run later so people can go to athletic events & other things in the evening		
	Public Involvement	Having to take a bus from Eaton Rapids to Delta to get to Charlotte		
	Add an express route to Dansville to help people connect with the Lakeland trails	Grand River by the airport needs better crossings - Peckham employees struggle everyday (10 ppl die per year)		
	A connection between Eaton Rapids & Charlotte is critical (Peckham employees)	Capital City Blvd & Grand River need improvement		
	Preservation of existing infrastructure/system	Jurisdictions can be insular - Don't buy into this		
	Land Use Focus	Are some areas/priorities conflicting?		
	Goals already well-vetted	Projected growth numbers are low (self-detecting?)		
	Intermodal (Including Rail) emphasis	Conflicting policies & too many gov't units make these goals difficult to implement		
		Soft…		
C. C. Road Commission	Transit Development	Tri-County involvement in clean fuel (How TCRPC)	Evaluating land-use plan to integrate with transportation at community level (ex: commercial movements)	
	Rail Development	Management efficiency on traffic planning destination (ITS?)	Clean commute (Carpools, park & ride locations), ride share support like michivan, community support	
	Economic Development - Provide transport to support econ. Dev.	Transit (Blue Bus) decrease it	Integrate transportation planning with land use, economic development & environment	
	Financial (life cycle cast, fiance resource to maintain)	Climate change on increasing carpools, etc..	Emphasize on land use (FLU)	
	Land use, minimize disruption on open space	Cost vs. emissions - short term/long term	Public Involvements - Church groups?	
	Developing transportation to preserve land use	Attention to funding		
	Public Involvements very important	Attention to connectivity		
	All of Goals			
	Transit			
	Intermodal sustainability			
	Multi-modal technology			

Session Name
Merged Session 7-14-2014 3-23 PM

Date Created
7/14/2014 3:23:36 PM

Active Participants
42

Total Participants
79

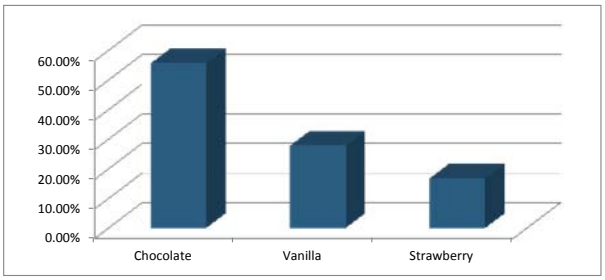
Average Score
0.00%

Questions
72

Results by Question

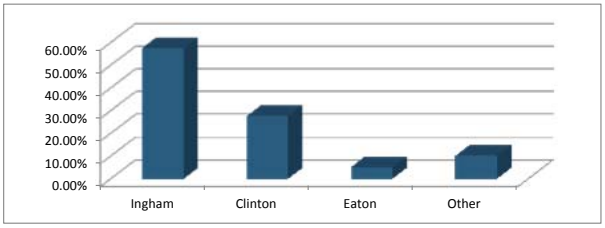
1. What is your favorite flavor of ice cream? (Multiple Choice)

	Responses	
	Percent	**Count**
Chocolate	55.56%	20
Vanilla	27.78%	10
Strawberry	16.67%	6
Totals	**100%**	**36**



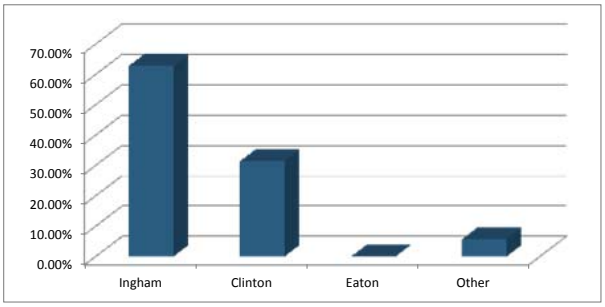
2. In what county do you live? (Multiple Choice)

	Responses	
	Percent	**Count**
Ingham	57.50%	23
Clinton	27.50%	11
Eaton	5.00%	2
Other	10.00%	4
Totals	**100%**	**40**



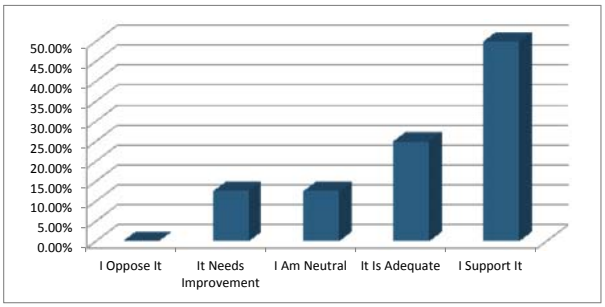
3. In what county do you work? (Multiple Choice)

	Responses	
	Percent	**Count**
Ingham	62.86%	22
Clinton	31.43%	11
Eaton	0.00%	0
Other	5.71%	2
Totals	**100%**	**35**



4. Public Involvement: Proactively involve the public in planning and development of the transportation system. (Multiple Choice - Multiple Response)

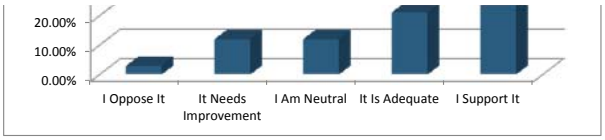
	Responses	
	Percent	**Count**
I Oppose It	0.00%	0
It Needs Improvement	12.50%	1
I Am Neutral	12.50%	1
It Is Adequate	25.00%	2
I Support It	50.00%	4
Totals	**100%**	**8**



5. Public Involvement: Proactively involve the public in planning and development of the transportation system. (Multiple Choice - Multiple Response)

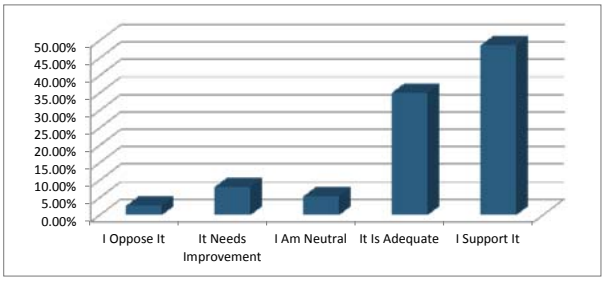
	Responses	
	Percent	**Count**
I Oppose It	3.03%	1
It Needs Improvement	12.12%	4
I Am Neutral	12.12%	4

It Is Adequate	21.21%	7
I Support It	51.52%	17
Totals	**100%**	**33**



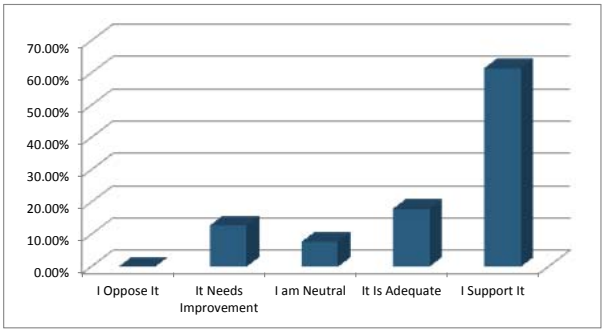
6. Offer various opportunities and venues for participation in planning. (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
I Oppose It	2.70%	1
It Needs Improvement	8.11%	3
I Am Neutral	5.41%	2
It Is Adequate	35.14%	13
I Support It	48.65%	18
Totals	**100%**	**37**



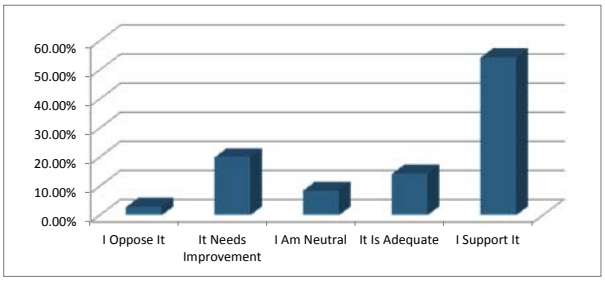
7. Use modern communications media including social media, email, and websites along with standard methods to solicit input and feedback. (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
I Oppose It	0.00%	0
It Needs Improvement	12.82%	5
I am Neutral	7.69%	3
It Is Adequate	17.95%	7
I Support It	61.54%	24
Totals	**100%**	**39**



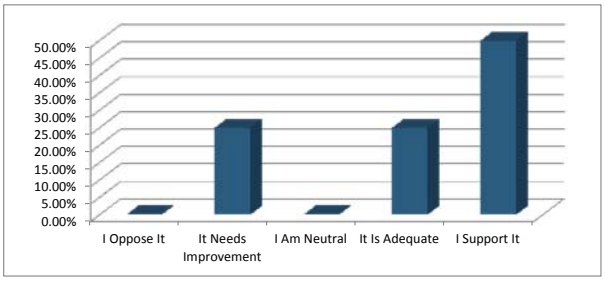
8. Involve social service and health agencies, underrepresented and minority groups, and other stakeholders to help meet regional goals of inclusion and environmental justice. (Multiple Choice - Multip

	Responses	
	Percent	**Count**
I Oppose It	2.86%	1
It Needs Improvement	20.00%	7
I Am Neutral	8.57%	3
It Is Adequate	14.29%	5
I Support It	54.29%	19
Totals	**100%**	**35**



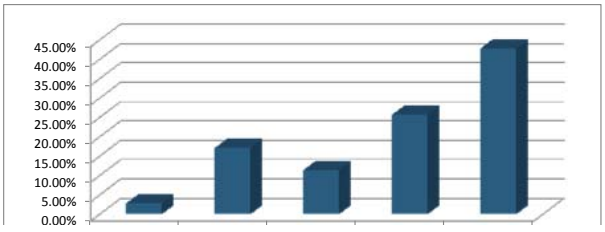
9. Management Systems and Efficiency: Maximize the transportation system's efficiency by balancing its multi-modal performance and by using integrated management systems. (Multiple Choice - Mult

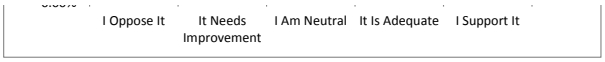
	Responses	
	Percent	**Count**
I Oppose It	0.00%	0
It Needs Improvement	25.00%	2
I Am Neutral	0.00%	0
It Is Adequate	25.00%	2
I Support It	50.00%	4
Totals	**100%**	**8**



10. Management Systems and Efficiency: Maximize the transportation system's efficiency by balancing its multi-modal performance and by using integrated management systems. (Multiple Choice - Mu

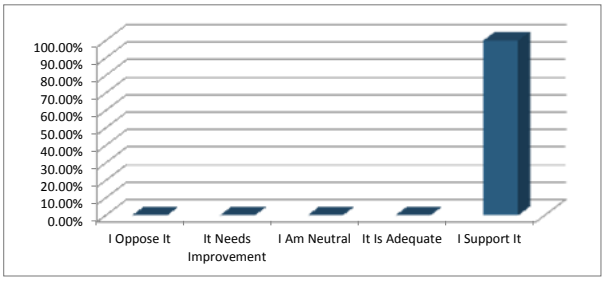
	Responses	
	Percent	**Count**
I Oppose It	2.86%	1
It Needs Improvement	17.14%	6
I Am Neutral	11.43%	4
It Is Adequate	25.71%	9
I Support It	42.86%	15
Totals	**100%**	**35**





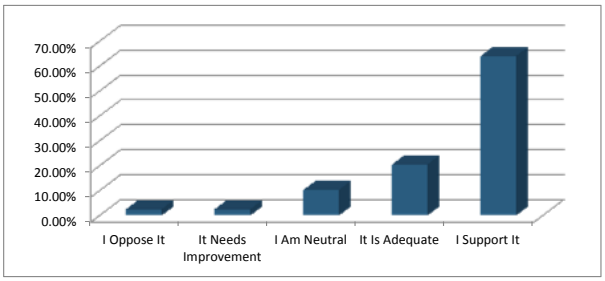
11. Improve operations by prioritizing projects that enhance all modes and provide balance to the transportation system. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	0.00%	0
It Needs Improvement	0.00%	0
I Am Neutral	0.00%	0
It Is Adequate	0.00%	0
I Support It	100.00%	1
Totals	**100%**	**1**



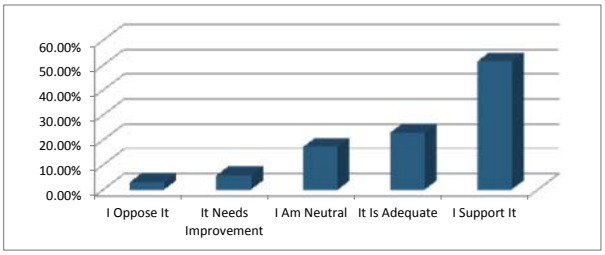
12. Improve operations by prioritizing projects that enhance all modes and provide balance to the transportation system. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	2.56%	1
It Needs Improvement	2.56%	1
I Am Neutral	10.26%	4
It Is Adequate	20.51%	8
I Support It	64.10%	25
Totals	**100%**	**39**



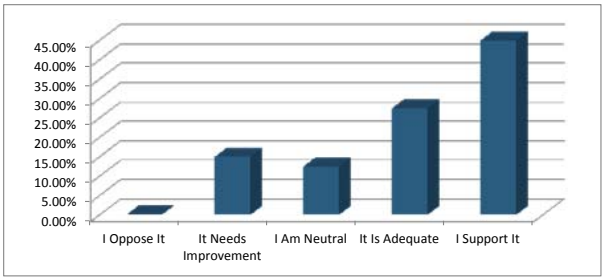
13. Use management techniques that maximize operating efficiency and coordinate the movements of people and goods. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	2.86%	1
It Needs Improvement	5.71%	2
I Am Neutral	17.14%	6
It Is Adequate	22.86%	8
I Support It	51.43%	18
Totals	**100%**	**35**



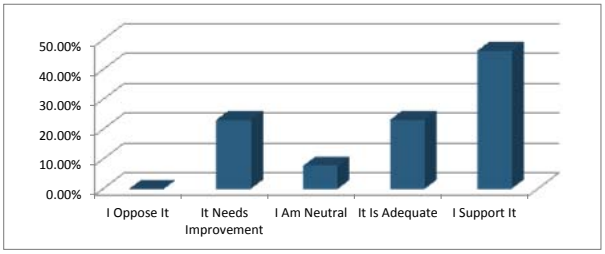
14. Use accepted management systems to evaluate, prioritize, and develop cost effective strategies to address Congestion, Traffic Safety, Bridges, and Intermodal Management and Pavement Assets Co

	Responses	
	Percent	Count
I Oppose It	0.00%	0
It Needs Improvement	15.00%	6
I Am Neutral	12.50%	5
It Is Adequate	27.50%	11
I Support It	45.00%	18
Totals	**100%**	**40**



15. Integrate analyses to evaluate alternatives and develop strategies for problem identification, analysis, priority setting and programming. (Multiple Choice - Multiple Response)

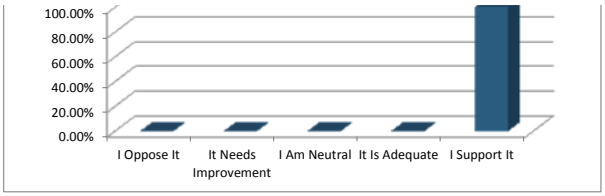
	Responses	
	Percent	Count
I Oppose It	0.00%	0
It Needs Improvement	23.08%	3
I Am Neutral	7.69%	1
It Is Adequate	23.08%	3
I Support It	46.15%	6
Totals	**100%**	**13**



16. Financial:Seek financial resources sufficient to preserve, maintain, and improve the multi-modal regional transportation system. (Multiple Choice - Multiple Response)

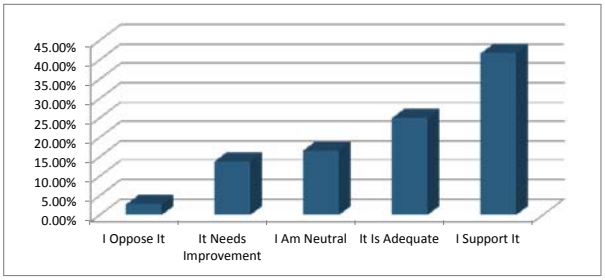
	Responses

	Percent	Count
I Oppose It	0.00%	0
It Needs Improvement	0.00%	0
I Am Neutral	0.00%	0
It Is Adequate	0.00%	0
I Support It	100.00%	12
Totals	**100%**	**12**



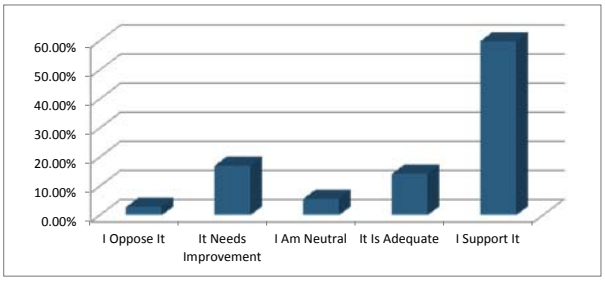
17. Integrate analyses to evaluate alternatives and develop strategies for problem identification, analysis, priority setting and programming. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	2.78%	1
It Needs Improvement	13.89%	5
I Am Neutral	16.67%	6
It Is Adequate	25.00%	9
I Support It	41.67%	15
Totals	**100%**	**36**



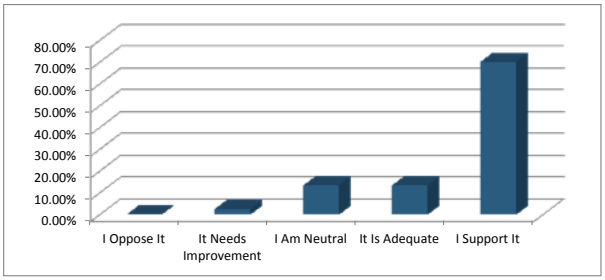
18. Financial:Seek financial resources sufficient to preserve, maintain, and improve the multi-modal regional transportation system. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	2.86%	1
It Needs Improvement	17.14%	6
I Am Neutral	5.71%	2
It Is Adequate	14.29%	5
I Support It	60.00%	21
Totals	**100%**	**35**



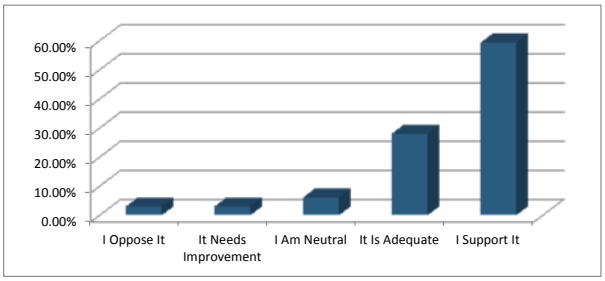
19. Give highest funding allocations priority to preserving, enhancing, and wise management of the existing multi-modal regional system. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	0.00%	0
It Needs Improvement	2.70%	1
I Am Neutral	13.51%	5
It Is Adequate	13.51%	5
I Support It	70.27%	26
Totals	**100%**	**37**



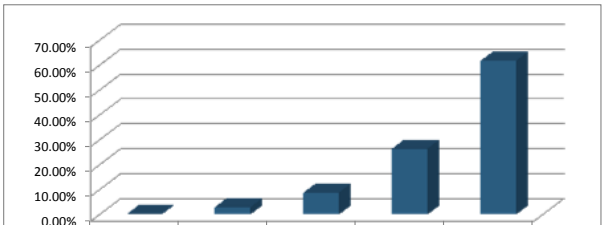
20. Encourage regional economic development that supports or maximizes financial resources for transportation systems. (Multiple Choice - Multiple Response)

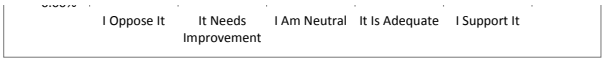
	Responses	
	Percent	Count
I Oppose It	3.13%	1
It Needs Improvement	3.13%	1
I Am Neutral	6.25%	2
It Is Adequate	28.13%	9
I Support It	59.38%	19
Totals	**100%**	**32**



21. Consider life cycle costs to maximize long term benefits of transportation improvements. (Multiple Choice - Multiple Response)

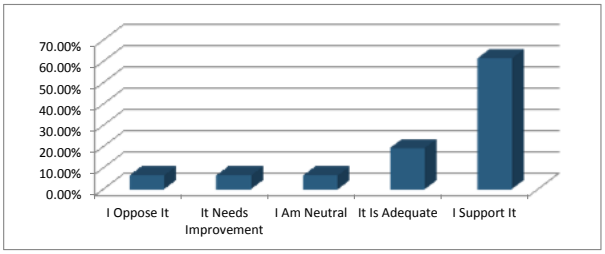
	Responses	
	Percent	Count
I Oppose It	0.00%	0
It Needs Improvement	2.94%	1
I Am Neutral	8.82%	3
It Is Adequate	26.47%	9
I Support It	61.76%	21
Totals	**100%**	**34**





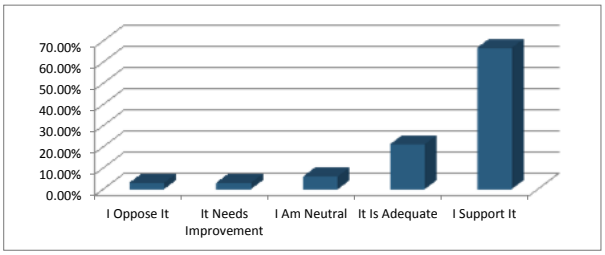
22. Safety: Design, manage and maintain transportation systems consistent with safety standards, with community character, and with the goals of the Regional Growth plan. (Multiple Choice - Multiple

	Responses	
	Percent	Count
I Oppose It	6.45%	2
It Needs Improvement	6.45%	2
I Am Neutral	6.45%	2
It Is Adequate	19.35%	6
I Support It	61.29%	19
Totals	**100%**	**31**



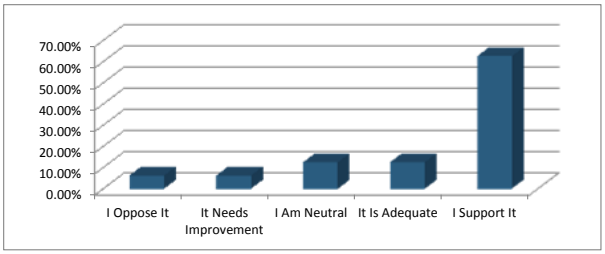
23. Encourage traffic control measures and Intelligent Transportation Systems (ITS) applications, lighting, signage, and innovative construction and design solutions to improve safety for all modes of tr

	Responses	
	Percent	Count
I Oppose It	3.03%	1
It Needs Improvement	3.03%	1
I Am Neutral	6.06%	2
It Is Adequate	21.21%	7
I Support It	66.67%	22
Totals	**100%**	**33**



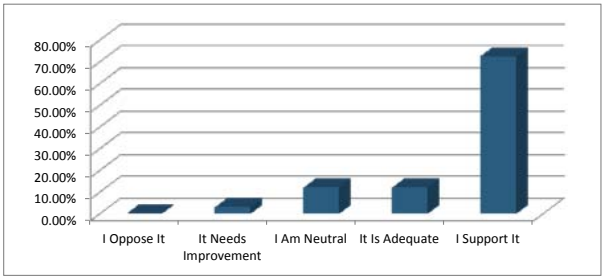
24. Encourage Complete Streets ordinances and designs and use safety programs to minimize conflicts between modes with improvements such as traffic calming, pedestrian and rails crossings, pave

	Responses	
	Percent	Count
I Oppose It	6.25%	2
It Needs Improvement	6.25%	2
I Am Neutral	12.50%	4
It Is Adequate	12.50%	4
I Support It	62.50%	20
Totals	**100%**	**32**



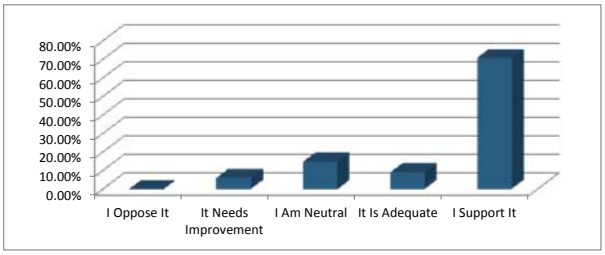
25. Accessibility and Mobility: Develop a multi-modal transportation system that provides accessibility and offers choices for efficient movements of people and goods. (Multiple Choice - Multiple Respo

	Responses	
	Percent	Count
I Oppose It	0.00%	0
It Needs Improvement	3.03%	1
I Am Neutral	12.12%	4
It Is Adequate	12.12%	4
I Support It	72.73%	24
Totals	**100%**	**33**



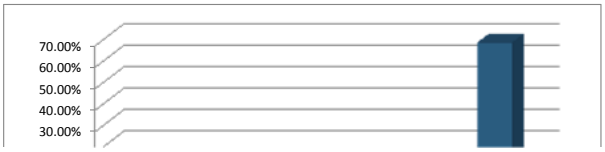
26. Maximize accessibility to all persons regardless of economic, physical and social characteristics and address special needs of persons. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	0.00%	0
It Needs Improvement	5.88%	2
I Am Neutral	14.71%	5
It Is Adequate	8.82%	3
I Support It	70.59%	24
Totals	**100%**	**34**

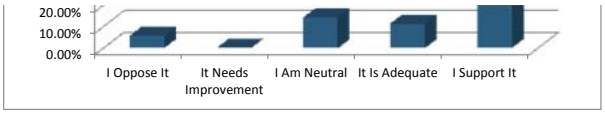


27. Encourage use of land use planning techniques such as mixed use, infill, and transit-oriented-development that enhance access. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	5.71%	2
It Needs Improvement	0.00%	0
I Am Neutral	14.29%	5

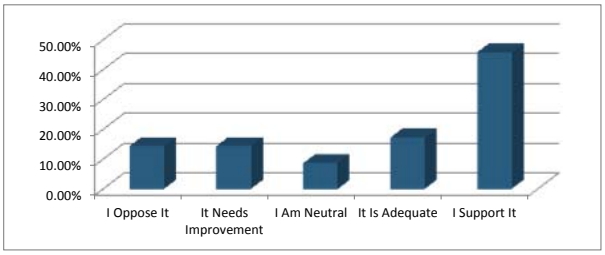


It Is Adequate	11.43%	4
I Support It	68.57%	24
Totals	**100%**	**35**



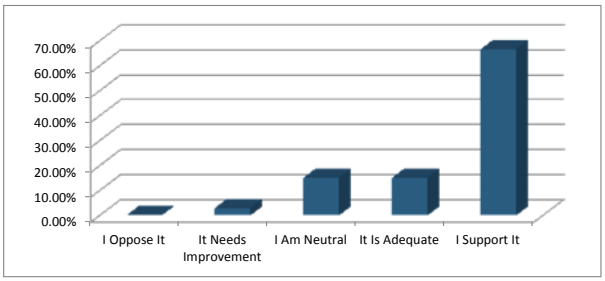
28. Expand public transit and other modal choices to region's rural areas. (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
I Oppose It	14.29%	5
It Needs Improvement	14.29%	5
I Am Neutral	8.57%	3
It Is Adequate	17.14%	6
I Support It	45.71%	16
Totals	**100%**	**35**



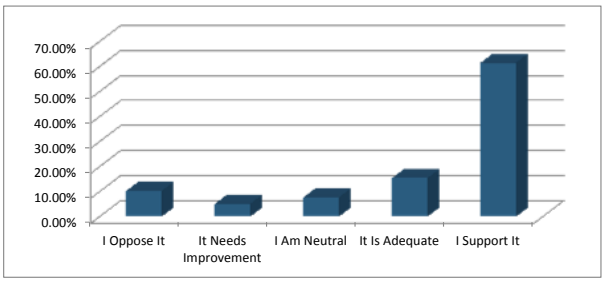
29. Promote Transportation Demand Management (TDM) strategies as an alternative to building additional capacity. (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
I Oppose It	0.00%	0
It Needs Improvement	3.03%	1
I Am Neutral	15.15%	5
It Is Adequate	15.15%	5
I Support It	66.67%	22
Totals	**100%**	**33**



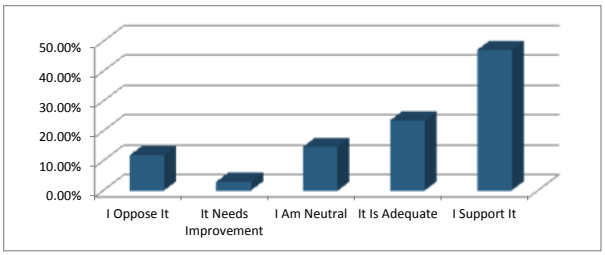
30. Climate Change Adaptation and Energy Sustainability: Develop a transportation system that reduces energy consumption, greenhouse gas emissions and encourages sustainable development. (Mu

	Responses	
	Percent	**Count**
I Oppose It	10.26%	4
It Needs Improvement	5.13%	2
I Am Neutral	7.69%	3
It Is Adequate	15.38%	6
I Support It	61.54%	24
Totals	**100%**	**39**



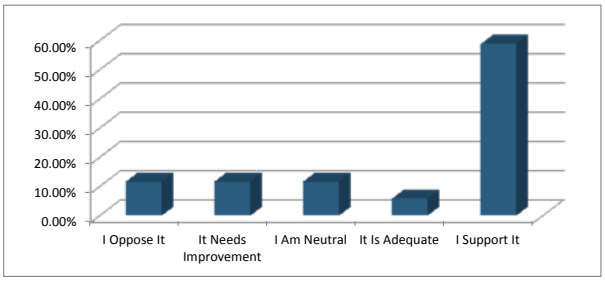
31. Reduce air pollutant emissions and concentrations consistent with the Clean Air Act. (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
I Oppose It	11.76%	4
It Needs Improvement	2.94%	1
I Am Neutral	14.71%	5
It Is Adequate	23.53%	8
I Support It	47.06%	16
Totals	**100%**	**34**



32. Implement the regional land use vision with development designs that reduce greenhouse gas emissions and vehicle miles of travel (VMT). (Multiple Choice - Multiple Response)

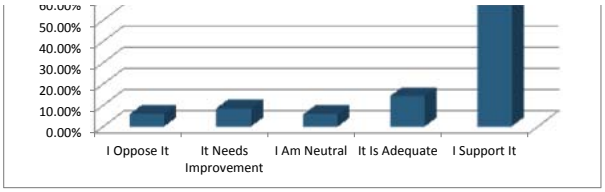
	Responses	
	Percent	**Count**
I Oppose It	11.76%	4
It Needs Improvement	11.76%	4
I Am Neutral	11.76%	4
It Is Adequate	5.88%	2
I Support It	58.82%	20
Totals	**100%**	**34**



33. Promote use of cleaner fuels and sustainable energy technologies. (Multiple Choice - Multiple Response)

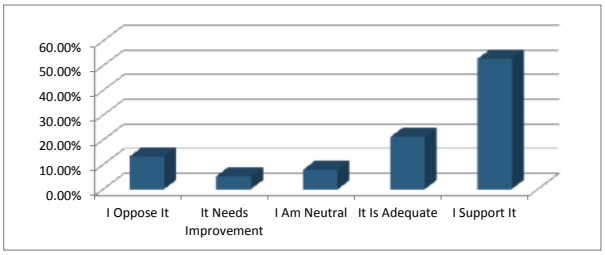
	Responses	
	Percent	**Count**

I Oppose It	5.71%	2
It Needs Improvement	8.57%	3
I Am Neutral	5.71%	2
It Is Adequate	14.29%	5
I Support It	65.71%	23
Totals	**100%**	**35**



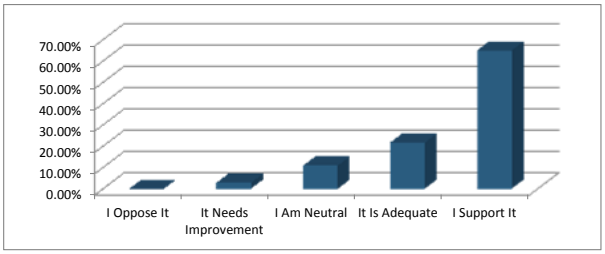
34. Evaluate projects for their impacts on greenhouse gases, vehicle miles of travel and energy sustainability. (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
I Oppose It	13.16%	5
It Needs Improvement	5.26%	2
I Am Neutral	7.89%	3
It Is Adequate	21.05%	8
I Support It	52.63%	20
Totals	**100%**	**38**



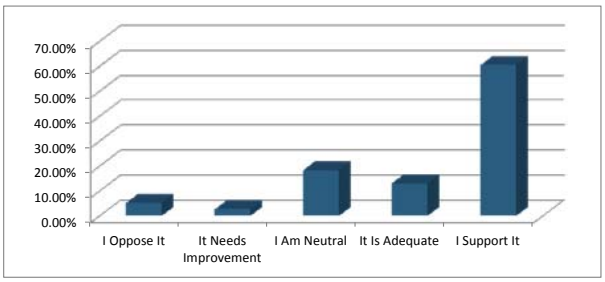
35. Economic Development: Maintain, improve, and integrate a multi-modal transportation system that fosters and supports job creation, retention, and investment. (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
I Oppose It	0.00%	0
It Needs Improvement	2.70%	1
I Am Neutral	10.81%	4
It Is Adequate	21.62%	8
I Support It	64.86%	24
Totals	**100%**	**37**



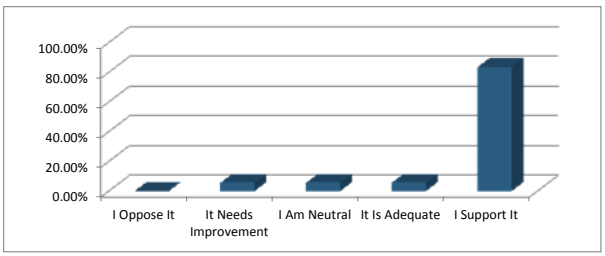
36. (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
I Oppose It	5.26%	2
It Needs Improvement	2.63%	1
I Am Neutral	18.42%	7
It Is Adequate	13.16%	5
I Support It	60.53%	23
Totals	**100%**	**38**



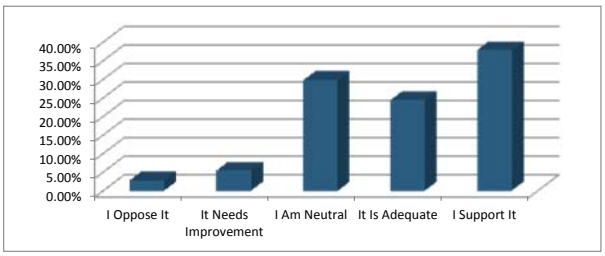
37. Foster regional cooperation and management of transportation that can reduce business costs, increase investments, and improve opportunities for residents. (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
I Oppose It	0.00%	0
It Needs Improvement	5.56%	2
I Am Neutral	5.56%	2
It Is Adequate	5.56%	2
I Support It	83.33%	30
Totals	**100%**	**36**



38. Support cultural tourism and our regional transportation history. (Multiple Choice - Multiple Response)

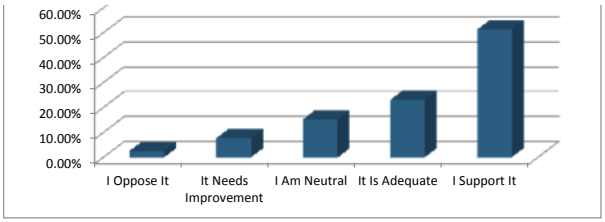
	Responses	
	Percent	**Count**
I Oppose It	2.70%	1
It Needs Improvement	5.41%	2
I Am Neutral	29.73%	11
It Is Adequate	24.32%	9
I Support It	37.84%	14
Totals	**100%**	**37**



39. Community & Environmental: Design transportation system improvements that are compatible with community character and minimize environmental impacts. (Multiple Choice - Multiple Response)

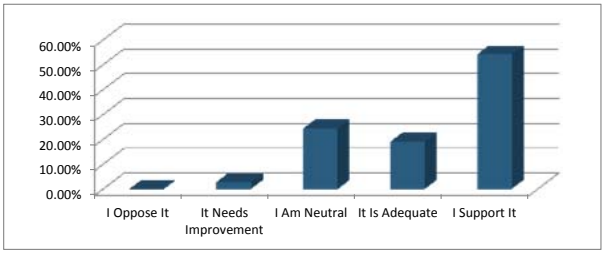
	Responses

	Percent	Count
I Oppose It	2.56%	1
It Needs Improvement	7.69%	3
I Am Neutral	15.38%	6
It Is Adequate	23.08%	9
I Support It	51.28%	20
Totals	**100%**	**39**



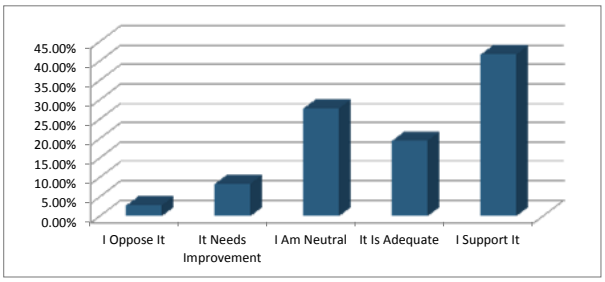
40. Coordinate transportation projects with capital improvement projects to minimize disruption in affected communities. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	0.00%	0
It Needs Improvement	2.70%	1
I Am Neutral	24.32%	9
It Is Adequate	18.92%	7
I Support It	54.05%	20
Totals	**100%**	**37**



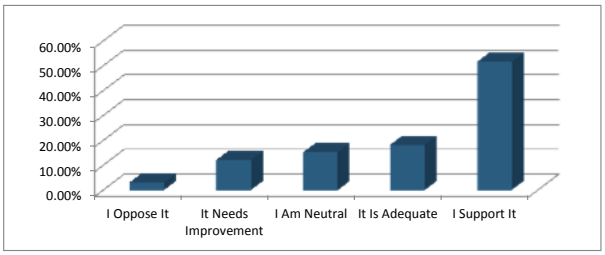
41. Emphasize context-sensitive design solutions that preserve historic character. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	2.78%	1
It Needs Improvement	8.33%	3
I Am Neutral	27.78%	10
It Is Adequate	19.44%	7
I Support It	41.67%	15
Totals	**100%**	**36**



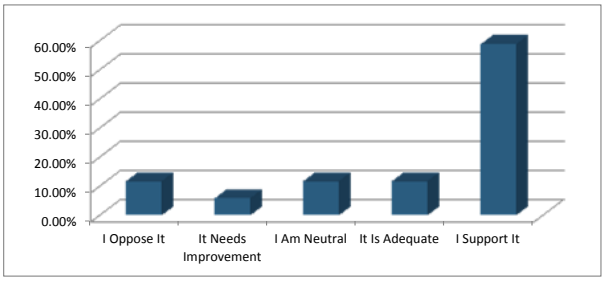
42. Resize facilities with excess vehicle capacity to achieve community character goals. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	3.03%	1
It Needs Improvement	12.12%	4
I Am Neutral	15.15%	5
It Is Adequate	18.18%	6
I Support It	51.52%	17
Totals	**100%**	**33**



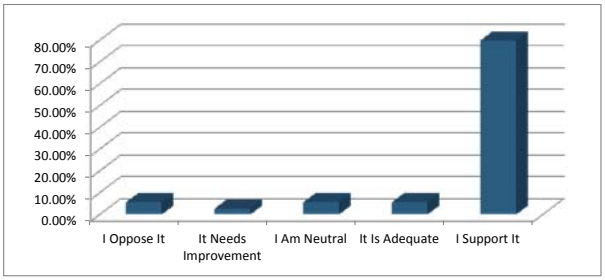
43. Minimize transportation-generated noise. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	11.76%	4
It Needs Improvement	5.88%	2
I Am Neutral	11.76%	4
It Is Adequate	11.76%	4
I Support It	58.82%	20
Totals	**100%**	**34**



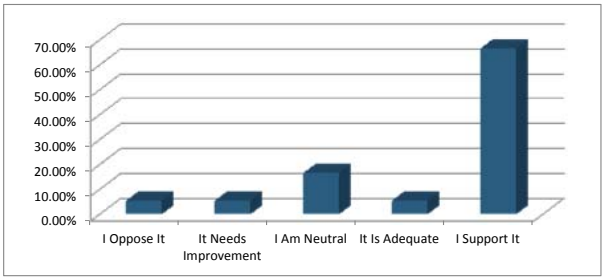
44. Land Use: Develop a transportation system which minimizes conflicts between transportation and land use and that meets federal, state and local environmental standards. (Multiple Choice - Multipl

	Responses	
	Percent	Count
I Oppose It	5.71%	2
It Needs Improvement	2.86%	1
I Am Neutral	5.71%	2
It Is Adequate	5.71%	2
I Support It	80.00%	28
Totals	**100%**	**35**



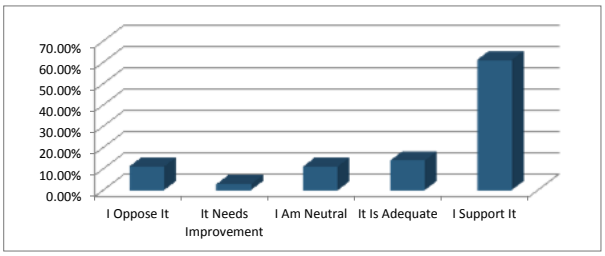
45. Minimize disruptions to open space, farm land, wetlands and natural areas. Encourage urban high density development. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	5.56%	2
It Needs Improvement	5.56%	2
I Am Neutral	16.67%	6
It Is Adequate	5.56%	2
I Support It	66.67%	24
Totals	**100%**	**36**



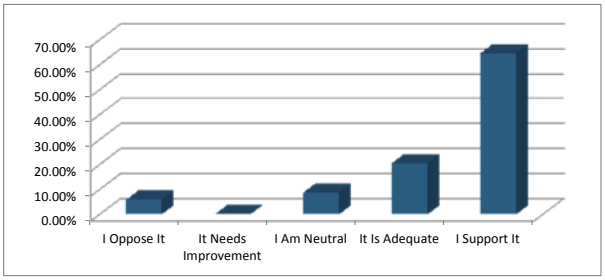
46. Strengthen the metropolitan center, discourage sprawl and encourage efficient use of existing infrastructure. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	11.11%	4
It Needs Improvement	2.78%	1
I Am Neutral	11.11%	4
It Is Adequate	13.89%	5
I Support It	61.11%	22
Totals	**100%**	**36**



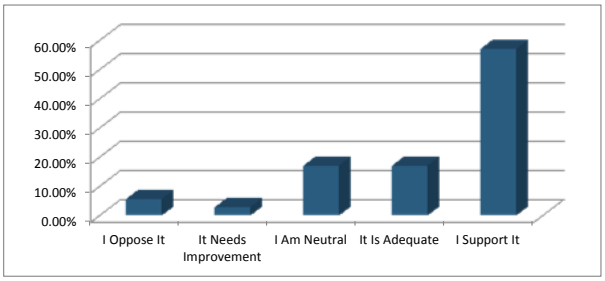
47. Develop transportation infrastructure and services consistent with the Regional Growth plan, local land use and Greening Mid-Michigan plans. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	5.88%	2
It Needs Improvement	0.00%	0
I Am Neutral	8.82%	3
It Is Adequate	20.59%	7
I Support It	64.71%	22
Totals	**100%**	**34**



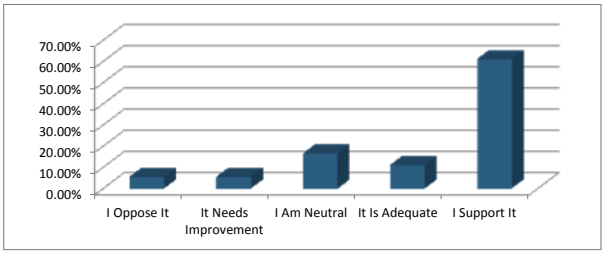
48. Encourage and incentivize transit-oriented development. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	5.71%	2
It Needs Improvement	2.86%	1
I Am Neutral	17.14%	6
It Is Adequate	17.14%	6
I Support It	57.14%	20
Totals	**100%**	**35**



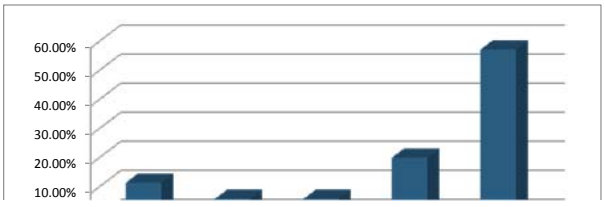
49. Transit:Develop, maintain, connect and expand the region's public transportation system to provide convenient transportation. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	5.56%	2
It Needs Improvement	5.56%	2
I Am Neutral	16.67%	6
It Is Adequate	11.11%	4
I Support It	61.11%	22
Totals	**100%**	**36**



50. Increase public transit's modal share in the region. (Multiple Choice - Multiple Response)

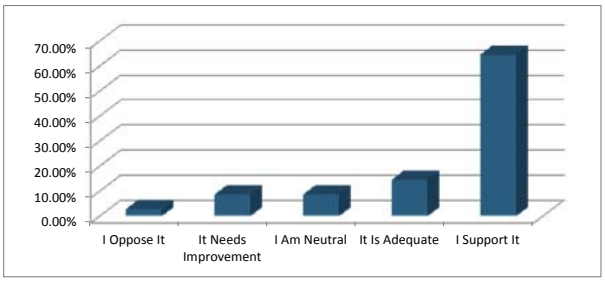
	Responses	
	Percent	Count
I Oppose It	11.43%	4
It Needs Improvement	5.71%	2
I Am Neutral	5.71%	2
It Is Adequate	20.00%	7
I Support It	57.14%	20



Totals	**100%**	**35**

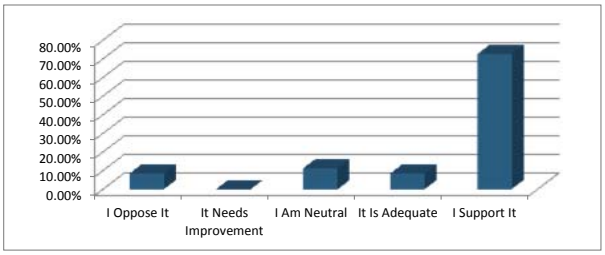
51. Develop and maintain the most cost effective regional public transit system possible. (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
I Oppose It	2.94%	1
It Needs Improvement	8.82%	3
I Am Neutral	8.82%	3
It Is Adequate	14.71%	5
I Support It	64.71%	22
Totals	**100%**	**34**



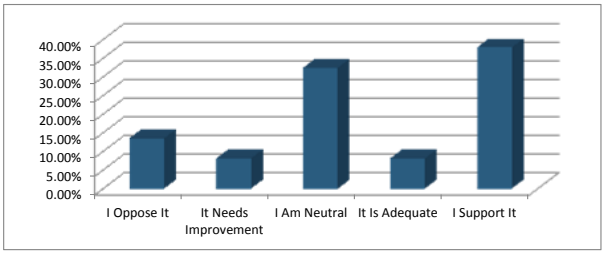
52. Increase intermodal linkages between transit, auto, rail, air, and non-motorized travel modes. (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
I Oppose It	8.33%	3
It Needs Improvement	0.00%	0
I Am Neutral	11.11%	4
It Is Adequate	8.33%	3
I Support It	72.22%	26
Totals	**100%**	**36**



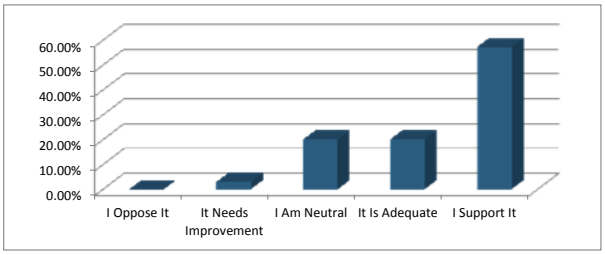
53. Provide high capacity rapid transit services in priority corridors such as Michigan/Grand River Avenues and Lansing to Detroit. (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
I Oppose It	13.51%	5
It Needs Improvement	8.11%	3
I Am Neutral	32.43%	12
It Is Adequate	8.11%	3
I Support It	37.84%	14
Totals	**100%**	**37**



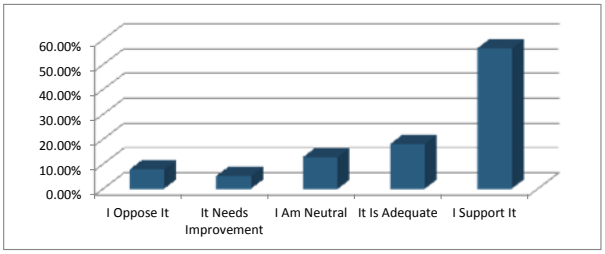
54. Provide stronger connections between all transit services. (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
I Oppose It	0.00%	0
It Needs Improvement	2.86%	1
I Am Neutral	20.00%	7
It Is Adequate	20.00%	7
I Support It	57.14%	20
Totals	**100%**	**35**



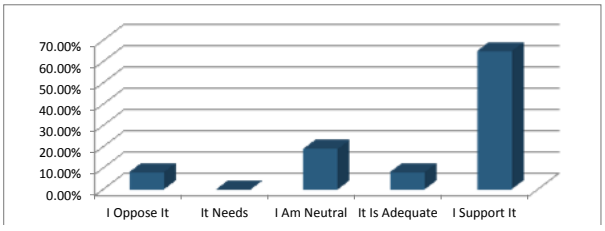
55. Intermodal: Better integrate Aeronautics and Rail facilities and services into the regional transportation network. Increase intermodal passenger and freight transportation connections. (Multiple Cho

	Responses	
	Percent	**Count**
I Oppose It	7.69%	3
It Needs Improvement	5.13%	2
I Am Neutral	12.82%	5
It Is Adequate	17.95%	7
I Support It	56.41%	22
Totals	**100%**	**39**



56. Encourage passenger and freight facilities and services that provide multi-modal connections. Encourage efficiency in freight movement. (Multiple Choice - Multiple Response)

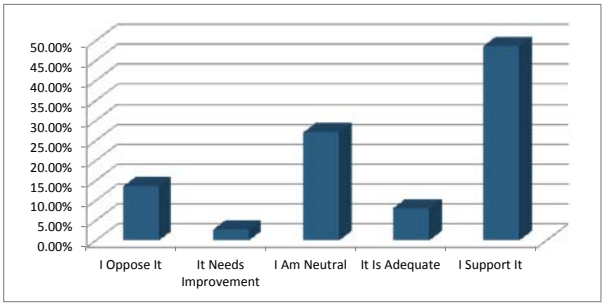
	Responses	
	Percent	**Count**
I Oppose It	8.11%	3
It Needs Improvement	0.00%	0
I Am Neutral	18.92%	7
It Is Adequate	8.11%	3
I Support It	64.86%	24
Totals	**100%**	**37**



Improvement

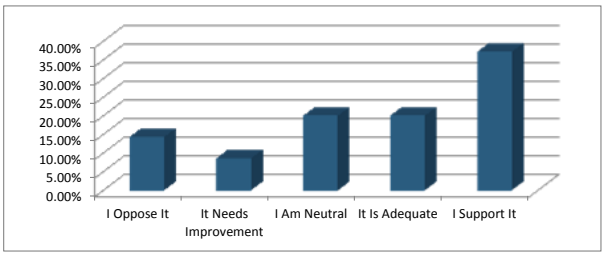
57. Support Airports and Rail station services and improvements. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	13.51%	5
It Needs Improvement	2.70%	1
I Am Neutral	27.03%	10
It Is Adequate	8.11%	3
I Support It	48.65%	18
Totals	**100%**	**37**



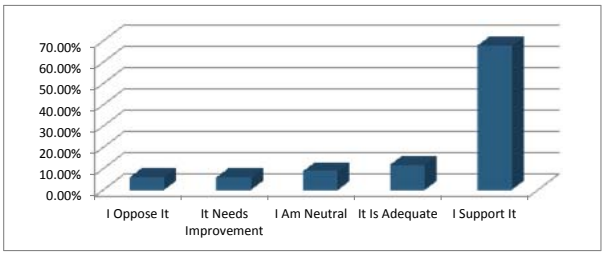
58. Prioritize projects that improve access to intermodal facilities. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	14.29%	5
It Needs Improvement	8.57%	3
I Am Neutral	20.00%	7
It Is Adequate	20.00%	7
I Support It	37.14%	13
Totals	**100%**	**35**



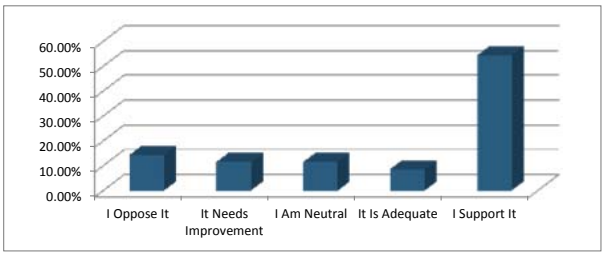
59. Improve intermodal access to the region's air and rail facilities. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	5.88%	2
It Needs Improvement	5.88%	2
I Am Neutral	8.82%	3
It Is Adequate	11.76%	4
I Support It	67.65%	23
Totals	**100%**	**34**



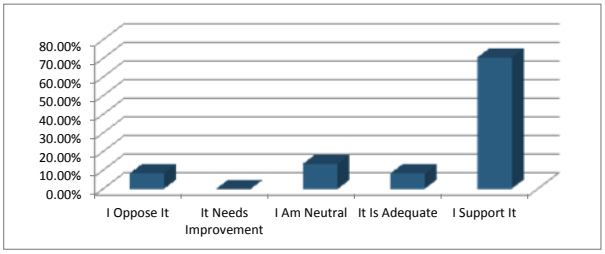
60. Pursue balanced regional funding for Capital Region International Airport. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	14.29%	5
It Needs Improvement	11.43%	4
I Am Neutral	11.43%	4
It Is Adequate	8.57%	3
I Support It	54.29%	19
Totals	**100%**	**35**



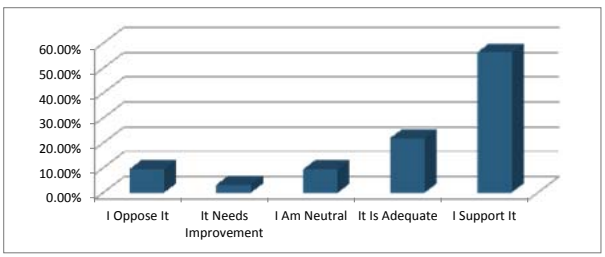
61. Non-Motorized:Encourage pedestrian and bicycle modes as viable, healthy, safe and enjoyable alternatives. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	8.11%	3
It Needs Improvement	0.00%	0
I Am Neutral	13.51%	5
It Is Adequate	8.11%	3
I Support It	70.27%	26
Totals	**100%**	**37**



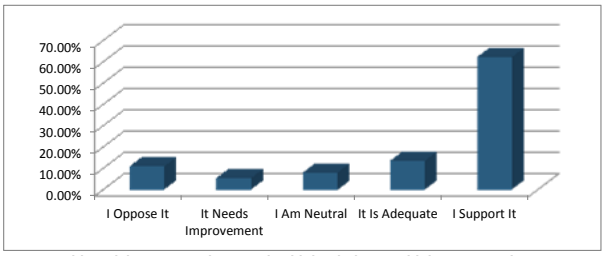
62. Provide and maintain economical bicycle, pedestrian and multi-use path facilities in rural, suburban and urban areas that meet engineering standards. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	9.38%	3
It Needs Improvement	3.13%	1
I Am Neutral	9.38%	3
It Is Adequate	21.88%	7
I Support It	56.25%	18
Totals	**100%**	**32**



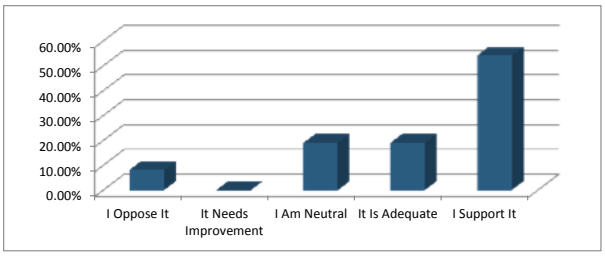
63. Encourage connectivity within and across jurisdictional boundaries and with statewide systems. Provide a system that serves high travel demand corridors and centers, such as Michigan State Univ

	Responses	
	Percent	Count
I Oppose It	10.81%	4
It Needs Improvement	5.41%	2
I Am Neutral	8.11%	3
It Is Adequate	13.51%	5
I Support It	62.16%	23
Totals	**100%**	**37**



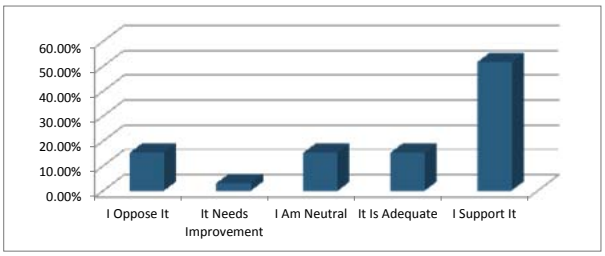
64. Parking: Address parking needs region-wide with approaches that minimize urban congestion and improve multi-modal transportation use. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	8.11%	3
It Needs Improvement	0.00%	0
I Am Neutral	18.92%	7
It Is Adequate	18.92%	7
I Support It	54.05%	20
Totals	**100%**	**37**



65. Encourage reduced parking ratios in land use ordinances and provide preferential or discounted parking for carpools as incentives for adopting clean commute alternatives. (Multiple Choice - Multi

	Responses	
	Percent	Count
I Oppose It	15.15%	5
It Needs Improvement	3.03%	1
I Am Neutral	15.15%	5
It Is Adequate	15.15%	5
I Support It	51.52%	17
Totals	**100%**	**33**

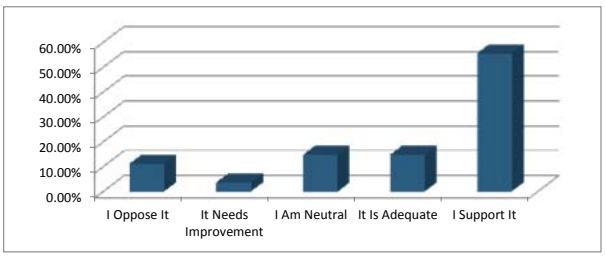


66. Promote an overall reduction in vehicle parking demand by encouraging use of other travel modes. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	15.63%	5
It Needs Improvement	6.25%	2
I Am Neutral	12.50%	4
It Is Adequate	6.25%	2
I Support It	59.38%	19
Totals	**100%**	**32**

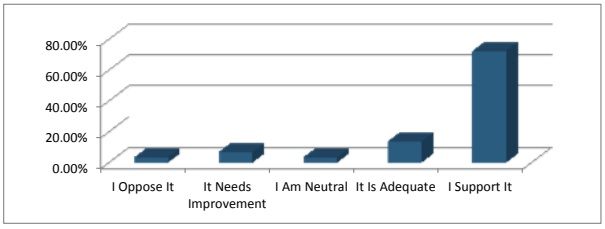
67. Develop parking facilities consistent with access management standards and community character goals. Encourage reduced parking ratios. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	11.11%	3
It Needs Improvement	3.70%	1
I Am Neutral	14.81%	4
It Is Adequate	14.81%	4
I Support It	55.56%	15
Totals	**100%**	**27**



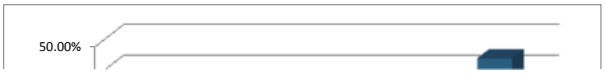
68. Intelligent Transportation Systems (ITS):Use information technologies to better manage and to enhance efficiency of the transportation system (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count
I Oppose It	3.45%	1
It Needs Improvement	6.90%	2
I Am Neutral	3.45%	1
It Is Adequate	13.79%	4
I Support It	72.41%	21
Totals	**100%**	**29**

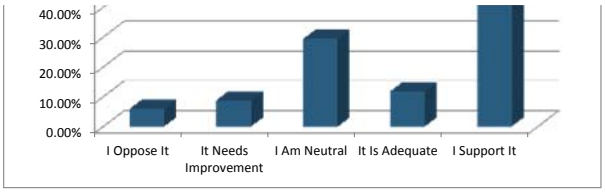


69. Develop actions consistent with the Lansing Sector ITS Architecture Report for all modes. (Multiple Choice - Multiple Response)

	Responses	
	Percent	Count

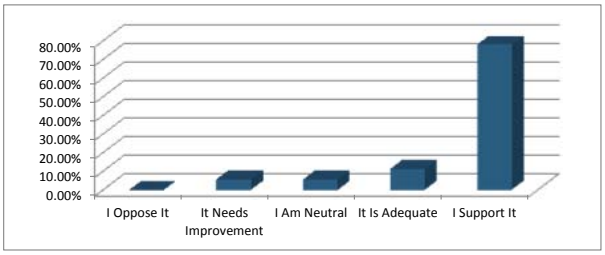


I Oppose It	5.88%	2
It Needs Improvement	8.82%	3
I Am Neutral	29.41%	10
It Is Adequate	11.76%	4
I Support It	44.12%	15
Totals	**100%**	**34**



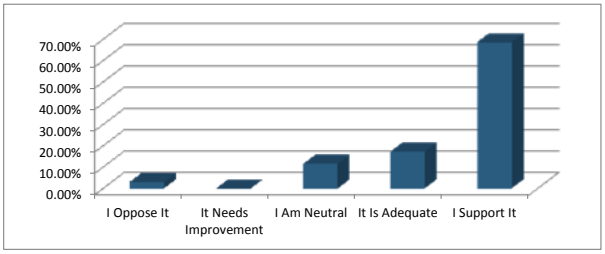
70. Improve safety of the regional transportation system by reporting hazardous conditions. (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
I Oppose It	0.00%	0
It Needs Improvement	5.56%	2
I Am Neutral	5.56%	2
It Is Adequate	11.11%	4
I Support It	77.78%	28
Totals	**100%**	**36**



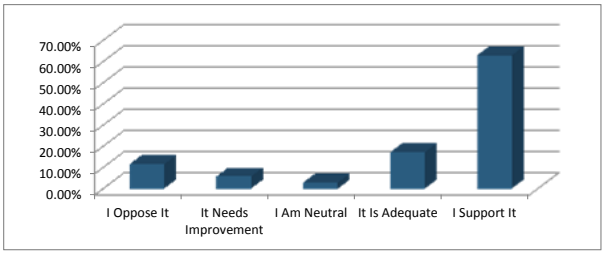
71. Improve transportation system management during peak periods, special events, incidents, and weather. (Multiple Choice - Multiple Response)

	Responses	
	Percent	**Count**
I Oppose It	2.86%	1
It Needs Improvement	0.00%	0
I Am Neutral	11.43%	4
It Is Adequate	17.14%	6
I Support It	68.57%	24
Totals	**100%**	**35**



72. Enhance public transit service and attractiveness with ITS systems. (Multiple Choice)

	Responses	
	Percent	**Count**
I Oppose It	11.43%	4
It Needs Improvement	5.71%	2
I Am Neutral	2.86%	1
It Is Adequate	17.14%	6
I Support It	62.86%	22
Totals	**100%**	**35**



DRAFT Long Range 2040 Transportation Plan Update
Capacity Changing Project List

ID	Source	County	Respon-sible Agency	Map Key	Project Name	Limits	Length	Project Description	Total Phase Cost	Rank	Estimated Year Open	Oppose 1	Improve 2	Not Sure 3	Meets 4	Support 5	Strongly Support 6
950	CMAQ-2014-2017	Clinton	CCRC	65	Schavey Rd (Clark Rd to Herbison Rd) Improvements - Right Turn Lane in Front of School	from Clark Road to Herbison Road	.04 mile	Right turn lane construction.	25		2016						
428	LRP-2035	Clinton	CCRC	75	State Road	DeWitt Road to US 127 BR	1.30	Widen from 2 to 4 lanes	4,500,000		2040						
451	LRP-2035	Clinton	MDOT	77	US 127	Kinley to Gratiot County Line (continuing to Ithaca, outside our region; cost is for Clinton County portion)	6.00	Expansion to limited access freeway	375,437,875		2040						
450	LRP-2035	Eaton	aton Rapi	19	Eaton Rapids bridge and approaches	Extensions of Grandview and Barnes Roads to serve as approaches to new bridge over Grand River;	0.19	Construct 2 lane bridge and approaches, including bike lanes	8,724,900		2031						
420	LRP-2035	Eaton	aton Rapi	76	State Street	JB Davidson to Greyhound	0.46	Reconstruct and add center left turn lane from Miller east .27 mile	569,813		2019						
443	LRP-2035	Eaton	ECRC	6	Canal Road	Willow to Delta Commerce	0.64	Add left turn lanes, bike lanes and sidewalk	1,397,360		2020						
435	LRP-2035	Eaton	ECRC	14	Creyts Road	Lansing Road to Dimondale village limit	2.00	Add left turn lanes and paved shoulders	5,076,540		2025						
433	LRP-2035	Eaton	ECRC	51	Mt. Hope Highway	Canal to Guinea	1.00	Add left turn lanes and paved shoulders	1,656,480		2020						
434	LRP-2035	Eaton	ECRC	52	Mt. Hope Highway	Guinea to Nixon	1.00	Add left turn lanes and paved shoulders	1,722,720		2025						
441	LRP-2035	Eaton	ECRC	53	Mt. Hope Highway	Nixon to M-100	2.00	Add left turn lanes and paved shoulders	3,875,760		2030						
453	LRP-2035	Eaton	ECRC	57	Nixon Road and bridge	Willow to North Highway	0.50	Construct new bridge and roadway	5,593,000		2040						
454	LRP-2035	Eaton	ECRC	66	Snow Road Bridge	at I-496		Widen bridge from 2 to 3 lanes and add non-motorized pathways	5,817,000		2035						
126	TIP	Eaton	ECRC	67	St Joe	Canal to Marketplace	0.50	Reconstruct; add left turn lane	567,145		2015						
431	LRP-2035	Eaton	ECRC	69	St Joe Highway	Broadbent to Nixon	1.00	Add left turn lanes and paved shoulders	1,592,760		2021						
445	LRP-2035	Eaton	ECRC	70	St Joe Highway	Royston to M-100	1.00	Add left turn lanes and paved shoulders	2,357,760		2030						
436	LRP-2035	Eaton	ECRC	71	St Joe Highway	Royston to Nixon	1.00	Add left turn lanes and paved shoulders	1,791,720		2025						
811	LRP-2035-illustrative	Eaton	ECRC	72	St Joe Highway	Intersection with Broadbent		Add dedicated left and right turn lanes	400,000		Complete 2013						
812	LRP-2035-illustrative	Eaton	ECRC	73	St Joe Highway	Intersection with Nixon Road	0.10	Construct dedicated left turn lanes and signalize intersection	500,000		Complete 2010						
452	LRP-2035	Eaton	ECRC	74	St Joe Highway Bridge	at I-69/96		Widen bridge from 2 to 4 lanes	5,377,800		2035						
439	LRP-2035	Eaton	ECRC	87	Willow Highway	M-100 to Canal	4.00	Add left turn lanes and paved shoulders	7,453,440		2030						
332	Illustrative	Eaton	rand Ledg	31	Jenne Street	Grand Ledge High School entrance to M-43	0.30	Reconstruct with curb and gutter; widen by 3 feet to add center turn lane	544,777		2018						
194	TIP	Eaton	rand Ledg	32	Jenne Street	Taylor St to Grand Ledge High School entrance	0.30	Reconstruct with curb and gutter; widen by 3 feet to add center turn lane	318,876		2016						
159	~~TIP~~	~~Ingham~~	~~ast Lansin~~	~~1~~	~~Abbot Road~~	~~Burcham Drive to Saginaw Hwy~~	~~0.43~~	~~Reconstruct; reduce from 4 to 3 lanes; add non-motorized lanes~~	~~326,109~~		Project complete						
414	LRP-2035	Ingham	ast Lansin	13	Coleman Road	West to Wood	0.78	Construct 2 lane roadway including bike lanes	4,305,000		2020						
276	TIP	Ingham	ast Lansin	28	Harrison Road	Saginaw Hwy to Lake Lansing	1.04	Reconstruct; reduce from 4 to 3 lanes; add non-motorized lanes	683,245		2016						

Note: 1. I oppose this option, 2. I feel this option needs improvement, 3. My feelings are in the middle of the road…, 4. I feel this option adequately meets the…, 5. I support this option, 6. I strongly support this option

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444	LRP-2035	Ingham	ast Lansin	38	Lake Lansing Road	US 127 to Harrison	0.75	Widen from 4 to 5 lanes; add intersection turn lanes; possible roundabout Lake Lansing and Coolidge	2,210,400		2025						
277	TIP	Ingham	ICRD	2	Aurelius Road	at Cedar Street		Reconstruction of existing intersection to provide a roundabout with two land entries with pedestrian crossings and splitter islands on all approaches.	1,269,000								
491	LRP-2035	Ingham	ICRD	3	Aurelius Road	Harper (west leg) to Holt Road	1.50	Harper to Wilcox: widen from 2 to 3 lanes; Wilcox to Holt: reduce from 4 to 3 lanes; add possible roundabout at Holt-Aurelius intersection; bike lanes on both sides	2,422,350								
465	LRP-2035	Ingham	ICRD	10	Cedar Street	Holt to Aurelius	0.64	Reduce from 4 to 3 lanes; includes bike lanes	636,680								
470	LRP-2035	Ingham	ICRD	20	Forest Road	College Road intersection		Possible roundabout at Forest and College	1,061,840								
382	Illustrativ e	Ingham	ICRD	26	Hagadorn Road	at Mt Hope	0.14	Geometric improvements to create head-up NB and SB left-turn lanes, which will allow additional SB Hagadorn Road through lane to relieve congestion.	175,000								
447	LRP-2035	Ingham	ICRD	30	Holt Road	Washington to Eifert	1.25	Widen from 2 to 4 lanes with center left turn lanes where necessary; possible roundabouts (not included in estimate)	5,525,250								
446	LRP-2035	Ingham	ICRD	33	Jolly Road	Collins to Hagadorn	2.10	Widen from 2 to 4 lanes; possible roundabout at College and Jolly intersection; bike lanes on both sides.	5,925,860								
463	LRP-2035	Ingham	ICRD	39	Lake Lansing Road	at Okemos		Add possible roundabout at Okemos-Lake Lansing	1,215,600								
426	LRP-2035	Ingham	ICRD	40	Lake Lansing Road	I-69 BL (Saginaw) to Lac du Mont	0.70	I-69 BL to Lac du Mont: widen from 2 to 3 lanes; Lac Du Mont to Marsh: reduce from 4 to 3 lanes; add roundabout at Okemos-Lake Lansing intersection; bike lanes on both sides	1,723,005								
467	LRP-2035	Ingham	ICRD	41	Lake Lansing Road	Lac du Mont to Marsh	1.10	Resurface and restripe from 4 to 3 lanes with addition of non-motorized lanes	650,000								
496	LRP-2035	Ingham	ICRD	42	Marsh Road	Central Park to Tihart	0.50	Widen from 4 to 5 lanes; add possible roundabouts at Central Park, Times Square and Tihart intersections with Marsh	6,107,430								
469	LRP-2035	Ingham	ICRD	43	Michigan Avenue	Waverly to Lansing city limit	1.00	Restripe portion from Rosemary to city limit from 4 to 3 lanes; includes bike lanes	638,150								
495	LRP-2035	Ingham	ICRD	58	Okemos Road	Central Park to Haslett	1.50	Raise grade and install turn pockets	24,861,000								
424	LRP-2035	Ingham	ICRD	84	Waverly Road	Miller to Jolly	1.00	Widen from 2 to 3 lanes with paved shoulders	686,637								
488	LRP-2035	Ingham	ICRD	88	Willow Road	Waverly to Lansing city limit	0.95	Reduce from 4 to 3 lanes, includes bike lanes	690,200								
464	~~LRP-2035~~	~~Ingham~~	~~ridian To~~	~~59~~	~~Okemos Road~~	~~Hamilton Road intersection~~		~~Possible modern roundabout (2 to 3 lanes)~~	~~972,480~~		Delete (Conklin)						
493	~~LRP-2035~~	~~Ingham~~	~~Lansing~~	~~4~~	~~Aurelius Road~~	~~at Miller~~		~~Construct roundabout~~	~~1,021,700~~		Delete (Kilpatrick)						
459	LRP-2035	Ingham	Lansing	9	Capitol Avenue	Malcom X to Oakland	1.25	Switch from one way to two way (intersection improvements, signal upgrades, signing & striping)	706,136		2020						

Note: 1. I oppose this option, 2. I feel this option needs improvement, 3. My feelings are in the middle of the road…, 4. I feel this option adequately meets the…, 5. I support this option, 6. I strongly support this option

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490	LRP-2035	Ingham	Lansing	11	Cedar Street	at Willoughby		Add west bound right turn lane; convert south bound right turn lane to through/right turn lane	589,440		2020						
487	LRP-2035	Ingham	Lansing	12	Cedar/Pennsylvania/Edgewood Complex	Cedar at Pennsylvania/American; Pennsylvania at I-96 ramps; Cedar at Edgewood	0.60	Construct 3 roundabouts; reconstruct Cedar and Edgewood between roundabouts	16,424,100		2020						
477	LRP-2035	Ingham	Lansing	15	E Grand River	Wood to Howard	0.60	Reduce from 4 to 3 lanes (striping & signage only)	8,959,000		2020						
478	LRP-2035	Ingham	Lansing	16	E Grand River Avenue	Railroad tracks E of Larch to Massachusetts	0.35	Reduce from 4 to 3 lanes (grinding, striping, signage)	10,452		2016						
461	LRP-2035	Ingham	Lansing	23	Grand Avenue	Lenawee to Oakland	1.05	Switch from one way to two way (intersection improvements, signal upgrades, signing & striping)	266,248		2020						
460	LRP-2035	Ingham	Lansing	24	Grand Avenue	St Joe to Lenawee	0.15	Switch from one way to two way (intersection improvements, signal upgrades, signing & striping)	52,092		2020						
229	TIP	Ingham	Lansing	25	Grand River	Washington Avenue		Remove traffic signal and construct a roundabout	450,000		2017						
457	LRP-2035	Ingham	Lansing	34	Jolly Road	Waverly to MLK	1.80	Reduce from 4 to 3 lanes (grinding, striping, signage)	39,690		2018						
926	CMAQ-2014-2017	Ingham	Lansing	35	Kalamazoo Avenue	Larch Street to Grand Avenue- City of Lansing, downtown	0.30	Reconfiguration of Kalamazoo Avenuenue from Larch Street to Grand Avenue to provide bike lanes. Addition of sharrows along Grand Avenue.	100,000		2017						
383	Illustrative	Ingham	Lansing	37	Lake Lansing operations Improvements	Old 27 to High Street	0.30	Implementation of sharrows on Lake Lansing Road. Modernization of signal at High Street including removal of left turn overlap phase. Interconnection with signals at old 27 and North East Street.	120,000		2016						
480	LRP-2035	Ingham	Lansing	44	Michigan Avenue	Detroit Street to Clippert	0.25	Boulevard reduced from 3 lanes to 2 lanes in each direction with the addition of bike lanes	37,328		2018; revised termini						
92	TIP	Ingham	Lansing	45	MLK Boulevard	Oakland to Queen	0.60	Mill and resurface, ADA ramp upgrades, 4 to 3 lane conversion	314,605		2015						
481	LRP-2035	Ingham	Lansing	46	MLK Jr. Boulevard	Queen to Grand River	0.50	Reduce from 4 to 3 lanes (grinding, striping, signage)	32,848		2018; revised termini						
458	LRP-2035	Ingham	Lansing	50	Mt. Hope Avenue	Pleasant Grove to Washington	1.60	Reduce from 4 to 3 lanes (grinding, striping, signage)	50,715		2022; revised termini						
473	LRP-2035	Ingham	Lansing	60	Pine Street	Malcom X to Shiawassee	0.82	Switch from one way to two way (intersection improvements, signal upgrades, signing & striping)	538,356		2020						
472	LRP-2035	Ingham	Lansing	61	Pine Street	Shiawassee to Oakland	0.43	Switch from one way to two way (intersection improvements, signal upgrades, signing & striping)	269,178		2020						
486	LRP-2035	Ingham	Lansing	63	Saginaw Street	Larch to Merrill	1.60	Reduce from 4 to 3 lanes (striping & signage only)	23,890		2020						
485	LRP-2035	Ingham	Lansing	64	Saginaw Street	Center to Grand Avenue	0.20	Reduce from 4 to 3 lanes (striping & signage only)	23,143		revised termini						
474	LRP-2035	Ingham	Lansing	79	Walnut Street	Main to Shiawassee	0.82	Switch from one way to two way (intersection improvements, signal upgrades, signing & striping)	317,492		2020						
475	LRP-2035	Ingham	Lansing	80	Walnut Street	Shiawassee to Oakland	0.43	Switch from one way to two way (intersection improvements, signal upgrades, signing & striping)	CCRC a		2020						
430	LRP-2035	Ingham	Mason	22	Franklin Farms Drive	LaVonne Drive to Kipp Road	0.20	Construct 2 lane extension from end of LaVonne	1,276,282		2024						
442	LRP-2035	Ingham	Mason	78	W Columbia Street	Extension through Maple Grove Cemetery	0.25	Construct 2 lane road to connect with existing Columbia alignment	2,422,350		2032						

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DRAFT Long Range 2040 Transportation Plan Update
Capacity Changing Project List

ID	Source	County	Respon-sible Agency	Map Key	Project Name	Limits	Length	Project Description	Total Phase Cost	Rank	Estimated Year Open	Oppose 1	Improve 2	Not Sure 3	Meets 4	Support 5	Strongly Support 6
437	LRP-2035	Ingham	MSU	5	Bogue Street	Service Road to Mount Hope	0.52	Construct new 3 lane road	3,229,800		2023						
494	LRP-2035	Ingham	MSU	54	N Shaw and S Shaw (two way pair)	Red Cedar to Farm Lane	0.25	Eliminate North Shaw; reduce South Shaw to emergency and bus access only	4,780,800		2026						
427	LRP-2035	Ingham	MSU	89	Wilson Road extension	Wilson-Fee intersection to Hagadorn, connecting north to Shaw	0.50	Construct 4 lane boulevard connecting Wilson to Hagadorn	10,000,000		2017						
429	LRP-2035	Ingham	Vebbervill	86	Webberville Road Extension	Grand River extending S .57 mile into existing business park.	0.57	Construct new 2 lane road	995,475		2022						
	CCRC input	Clinton	CCRC		DeWitt Road	Airport to I-69	2.70	Widen from 2 to 4 lanes (added 8/14/14 at CCRC request)	2,250,000		2040						
	ICRD input	Ingham	ICRD		Cedar Street	Holbrook Drive to U. S. 127	3.50	Reconstruxct with wider median, indirect left turns and intersection	20,000,000		2020						
					ADDITIONAL PROJECTS PROPOSED AT JUNE FORUMS												
	Clinton forum	Clinton	CCRC		State Road extension	Webster to Chandler		Construct new road									
	Clinton forum	Clinton	MDOT		US 127 interchange	at State Road		Construct new interchange									
	Clinton forum	Clinton	CCRC		DeWitt Road	I-69 to State Road		Construct roundabouts at Stoll and at Clark									
	Clinton forum	Clinton	CRC/MDOT		Chandler Road	I-69 to Ingham Couinty line		Increase capacity and add I-69 interchange									
	Clinton forum	Ingham	MDOT		I-96 interchange	at Meridian Road		Construct new interchange									
	Clinton forum	Clinton	CCRC		Clark Road	U.S. 127 B.R. to Wood		Reduce from four lanes (road diet)									
	Clinton forum	Clinton	CCRC		Park Lake extension	Webster to Coleman		Construct connecting link									

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DRAFT Long Range 2040 Transportation Plan Update 6/24/14

Capacity Changing Project List

Source	County	Respon-sible Agency	Map Key	Project Name	Limits	Length	Project Description	Total Phase Cost	Rank	Oppose [1]	Improve [2]	Not Sure [3]	Meets [4]	Support [5]	Strongly Support [6]
CMAQ-2014-2017	Clinton	CCRC	65	Schavey Rd (Clark Rd to Herbison Rd) Improvements - Right Turn Lane in Front of School	from Clark Road to Herbison Road	0.04 miles	Right turn lane construction.	25,000				3		3	3
LRP-2035	Clinton	CCRC	75	State Road	DeWitt Road to US 127 BR	1.30	Widen from 2 to 4 lanes	4,141,200		4		4	2		1
LRP-2035	Clinton	MDOT	77	US 127	Kinley to Gratiot County Line (continuing to Ithaca, outside our region; cost is for Clinton County portion)	6.00	Expansion to limited access freeway	375,437,875		1			1	4	3
LRP-2035	Eaton	aton Rapid	19	Eaton Rapids bridge and approaches	Extensions of Grandview and Barnes Roads to serve as approaches to new bridge over Grand River; includes	0.19	Construct 2 lane bridge and approaches, including bike lanes	8,724,900				2	1	1	
LRP-2035	Eaton	aton Rapid	76	State Street	.09 mile W of Miller .36 mile E to city limit	0.36	Reconstruct and add center left turn lane from Miller east .27 mile	569,813				3	1	1	1
LRP-2035	Eaton	ECRC	6	Canal Road	Willow to Delta Commerce	0.64	Widen from 2 to 3 lanes, add bike lanes and sidewalk	1,397,360				5			
LRP-2035	Eaton	ECRC	7	Canal Road	Windsor Highway to Lansing Road	1.00	Widen from 2 to 3 lanes	1,653,750				4	1		
LRP-2035-illustrative	Eaton	ECRC	8	Canal Road	at Windsor Highway		Add dedicated left and right turn lanes	400				4	1		
LRP-2035	Eaton	ECRC	14	Creyts Road	Lansing Road to Dimondale village limit	2.00	Widen from 2 to 3 lanes	5,076,540				4	1		
LRP-2035	Eaton	ECRC	17	East-West Collector	Canal to Creyts	1.00	Construct 3 lane roadway	2,868,480		1		5			
LRP-2035	Eaton	ECRC	18	East-West Collector	Creyts to Mall Drive W	0.60	Construct 3 lane roadway	1,723,875		1		5			
LRP-2035	Eaton	ECRC	51	Mt. Hope Highway	Canal to Guinea	1.00	Widen from 2 to 3 lanes and add paved shoulders	1,656,480				5			
LRP-2035	Eaton	ECRC	52	Mt. Hope Highway	Guinea to Nixon	1.00	Widen from 2 to 3 lanes and add paved shoulders	1,722,720				5			
LRP-2035	Eaton	ECRC	53	Mt. Hope Highway	Nixon to M-100	2.00	Widen from 2 to 3 lanes and add paved shoulders	3,875,760				5			
LRP-2035	Eaton	ECRC	55	Nixon Road	Rockbridge to M-43	0.60	Widen from 2 to 3 lanes	1,242,240				5			
LRP-2035	Eaton	ECRC	56	Nixon Road	St Joe to Rockbridge	0.40	Widen from 2 to 3 lanes	237,000				5			
LRP-2035	Eaton	ECRC	57	Nixon Road and bridge	Willow to North Highway	0.50	Construct new bridge and roadway	5,593,000				5			
LRP-2035	Eaton	ECRC	66	Snow Road Bridge	at I-496		Widen bridge from 2 to 4 lanes and add non-motorized pathways	5,817			1	2			2
TIP	Eaton	ECRC	67	St Joe	Canal to Marketplace	0.50	Reconstruct; add left turn lane	567,145				5			
LRP-2035	Eaton	ECRC	68	St Joe Highway	Broadbent to Canal	1.00	Widen from 2 to 3 lanes	1,458,720				5			
LRP-2035	Eaton	ECRC	69	St Joe Highway	Broadbent to Nixon	1.00	Widen from 2 to 3 lanes	1,592,760				5			
LRP-2035	Eaton	ECRC	70	St Joe Highway	Royston to M-100	1.00	Widen from 2 to 3 lanes	2,357,760				5			
LRP-2035	Eaton	ECRC	71	St Joe Highway	Royston to Nixon	1.00	Widen from 2 to 3 lanes	1,791,720				5			
LRP-2035-illustrative	Eaton	ECRC	72	St Joe Highway	Intersection with Broadbent		Add dedicated left and right turn lanes	400			1	4			

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DRAFT Long Range 2040 Transportation Plan Update
Capacity Changing Project List

Source	County	Respon-sible Agency	Map Key	Project Name	Limits	Length	Project Description	Total Phase Cost	Rank	Oppose [1]	Improve [2]	Not Sure [3]	Meets [4]	Support [5]	Strongly Support [6]
LRP-2035-illustrative	Eaton	ECRC	73	St Joe Highway	Intersection with Nixon Road	0.10	Construct dedicated left turn lanes and signalize intersection	500				5			
LRP-2035	Eaton	ECRC	74	St Joe Highway Bridge	at I-69/96		Widen bridge from 2 to 4 lanes	5,377,800				5			
LRP-2035	Eaton	ECRC	87	Willow Highway	M-100 to Canal	4.00	Widen from 2 to 3 lanes and add bike lanes and sidewalk	7,453,440				3	1	1	
Illustrative	Eaton	rand Ledg	31	Jenne Street	Grand Ledge High School entrance to M-43	0.30	Reconstruct with curb and gutter; widen by 3 feet to add center turn lane	544,777				3	1		
TIP	Eaton	rand Ledg	32	Jenne Street	Taylor St to Grand Ledge High School entrance	0.30	Reconstruct with curb and gutter; widen by 3 feet to add center turn lane	318,876				4	1		
TIP	Ingham	ast Lansin	1	Abbot Road	Burcham Drive to Saginaw Hwy	0.43	Reconstruct; reduce from 4 to 3 lanes; add non-motorized lanes	326,109				1		1	2
LRP-2035	Ingham	ast Lansin	13	Coleman Road	West to Wood	0.78	Construct 2 lane roadway including bike lanes	4,305,000				1		4	1
TIP	Ingham	ast Lansin	28	Harrison Road	Saginaw Hwy to Lake Lansing	1.04	Reconstruct; reduce from 4 to 3 lanes; add non-motorized lanes	683,245				1			4
LRP-2035	Ingham	ast Lansin	38	Lake Lansing Road	US 127 to Harrison	0.75	Widen from 4 to 5 lanes; add intersection turn lanes; possible roundabout Lake Lansing and Coolidge	2,210,400		2	2	2			
TIP	Ingham	ICRD	2	Aurelius Road	at Cedar Street		Reconstruction of existing intersection to provide a roundabout with two lane entries with pedestrian crossings and splitter islands on all approaches.	1,269,000				3		1	
LRP-2035	Ingham	ICRD	3	Aurelius Road	Harper (west leg) to Holt Road	1.50	Harper to Wilcox: widen from 2 to 3 lanes; Wilcox to Holt: reduce from 4 to 3 lanes; add possible roundabout at Holt-Aurelius intersection; bike lanes on both sides	2,422,350				2		3	
LRP-2035	Ingham	ICRD	10	Cedar Street	Holt to Aurelius	0.64	Reduce from 4 to 3 lanes; includes bike lanes	636,680				2		2	2
LRP-2035	Ingham	ICRD	20	Forest Road	College Road intersection		Possible roundabout at Forest and College	1,061,840				2		3	
LRP-2035	Ingham	ICRD	21	Forest/Farm Lane Corridor	College to Farm Lane; Forest to Mt. Hope	0.88	Widen from 2 to 4 lanes with roundabout at Forest and College; add curve radius; bike lanes on both sides	1,592,760				2	1	2	
Illustrative	Ingham	ICRD	26	Hagadorn Road	at Mt Hope	0.14	Geometric improvements to create head-up NB and SB left-turn lanes, which will allow additional SB Hagadorn Road through lane to relieve congestion.	175,000				1	1	1	2
LRP-2035	Ingham	ICRD	27	Hagadorn Road	Bennett to Mt. Hope	1.10	Widen from 2 to 4 lanes with possible roundabout at intersection with Bennett; includes bike lanes	3,105,600		2		1		2	
LRP-2035	Ingham	ICRD	30	Holt Road	Washington to Eifert	1.25	Widen from 2 to 4 lanes with center left turn lanes where necessary; possible roundabouts (not included in estimate)	5,525,250		1		4			

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LRP-2035	Ingham	ICRD	33	Jolly Road	Collins to Hagadorn	2.10	Widen from 2 to 4 lanes; possible roundabout at College and Jolly intersection; bike lanes on both sides.	5,925,860		3		1		2	
LRP-2035	Ingham	ICRD	39	Lake Lansing Road	at Okemos		Add possible roundabout at Okemos-Lake Lansing	1,215,600				3			2
LRP-2035	Ingham	ICRD	40	Lake Lansing Road	I-69 BL (Saginaw) to Lac du Mont	0.70	I-69 BL to Lac du Mont: widen from 2 to 3 lanes; Lac Du Mont to Marsh: reduce from 4 to 3 lanes; add roundabout at Okemos-Lake Lansing intersection; bike lanes on both sides	1,723,005				3		1	1
LRP-2035	Ingham	ICRD	41	Lake Lansing Road	Lac du Mont to Marsh	1.10	Resurface and restripe from 4 to 3 lanes with addition of non-motorized lanes	650,000				1		2	2
LRP-2035	Ingham	ICRD	42	Marsh Road	Central Park to Tihart	0.50	Widen from 4 to 5 lanes; add possible roundabouts at Central Park, Times Square and Tihart intersections with Marsh	6,107,430		2		2	1		
LRP-2035	Ingham	ICRD	43	Michigan Avenue	Waverly to Lansing city limit	1.00	Restripe portion from Rosemary to city limit from 4 to 3 lanes; includes bike lanes	638,150				1			3
LRP-2035	Ingham	ICRD	58	Okemos Road	Central Park to Haslett	1.50	Raise grade and install turn pockets	24,861,000			1	2	1		1
LRP-2035	Ingham	ICRD	84	Waverly Road	Miller to Jolly	1.00	Widen from 2 to 3 lanes with paved shoulders	686,637				3	1		2
LRP-2035	Ingham	ICRD	88	Willow Road	Waverly to Lansing city limit	0.95	Reduce from 4 to 3 lanes, includes bike lanes	690,200				1			3
LRP-2035	Ingham	eridian Tov	59	Okemos Road	Hamilton Road intersection		Possible modern roundabout (2 to 3 lanes)	972,480				3			
LRP-2035	Ingham	Lansing	4	Aurelius Road	at Miller		Construct roundabout	1,021,700				2	3		1
LRP-2035	Ingham	Lansing	9	Capitol Avenue	Malcom X to Oakland	1.25	Switch from one way to two way (intersection improvements, signal upgrades, signing & striping)	706,136				1		3	
LRP-2035	Ingham	Lansing	11	Cedar Street	at Willoughby		Add west bound right turn lane; convert south bound right turn lane to through/right turn lane	589,440				4		1	
LRP-2035	Ingham	Lansing	12	Cedar/Pennsylvania/Edgewood Complex	Cedar at Pennsylvania/American; Pennsylvania at I-96 ramps; Cedar at Edgewood	0.60	Construct 3 roundabouts; reconstruct Cedar and Edgewood between roundabouts	16,424,100				3		1	1
LRP-2035	Ingham	Lansing	15	E Grand River	Wood to Howard	0.60	Reduce from 4 to 3 lanes (striping & signage only)	8,959				2	1	1	2
LRP-2035	Ingham	Lansing	16	E Grand River Avenue	Railroad tracks E of Larch to Massachusetts	0.35	Reduce from 4 to 3 lanes (grinding, striping, signage)	10,452				2		1	2
LRP-2035	Ingham	Lansing	23	Grand Avenue	Lenawee to Oakland	1.05	Switch from one way to two way (intersection improvements, signal upgrades, signing & striping)	266,248				2	1	2	1
LRP-2035	Ingham	Lansing	24	Grand Avenue	St Joe to Lenawee	0.15	Switch from one way to two way (intersection improvements, signal upgrades, signing & striping)	52,092				1	1	2	1
TIP	Ingham	Lansing	25	Grand River	Washington Avenue		Remove traffic signal and construct a roundabout	450,000		1		3			2
LRP-2035	Ingham	Lansing	29	Holmes Road	Waverly to Cedar (except Wash to Logan Sq)	2.30	Reduce from 4 to 3 lanes (grinding, striping, signage)	48,300				2		1	2

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Capacity Changing Project List

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LRP-2035	Ingham	Lansing	34	Jolly Road	Waverly to MLK	1.80	Reduce from 4 to 3 lanes (grinding, striping, signage)	39,690				2		1	2
CMAQ-2014-2017	Ingham	Lansing	35	Kalamazoo Avenue	Larch Street to Grand Avenue- City of Lansing, downtown	0.30	Reconfiguration of Kalamazoo Avenuenue from Larch Street to Grand Avenue to provide bike lanes. Addition of sharrows along Grand Avenue.	100,000				1			4
LRP-2035	Ingham	Lansing	36	Kalamazoo Street	ML King Boulevard to Sycamore	0.15	Add left turn lanes at intersection	447,930				3	1	1	
Illustrative	Ingham	Lansing	37	Lake Lansing operations Improvements	Old 27 to High Street	0.30	Implementation of sharrows on Lake Lansing Road. Modernization of signal at High Street including removal of left turn overlap phase. Interconnection with signals at old 27 and North East Street.	120,000				2	1		2
LRP-2035	Ingham	Lansing	44	Michigan Avenue	Detroit Street to Friendship Circle	0.60	Boulevard reduced from 3 lanes to 2 lanes in each direction with the addition of bike lanes	37,328							4
TIP	Ingham	Lansing	45	MLK Boulevard	Oakland to Queen	0.60	Mill and resurface, ADA ramp upgrades, 4 to 3 lane conversion	314,605				1	1		4
LRP-2035	Ingham	Lansing	46	MLK Jr. Boulevard	N of Oakland to Grand River	1.10	Reduce from 4 to 3 lanes (grinding, striping, signage)	32,848				2			3
LRP-2035	Ingham	Lansing	47	Mt. Hope Avenue	at Cedar		Add left turn lanes	298,620				3	1		1
LRP-2035	Ingham	Lansing	48	Mt. Hope Avenue	at Washington		Add left turn lanes	315,000				2	1		1
LRP-2035	Ingham	Lansing	49	Mt. Hope Avenue	Aurelius to east city limit	0.85	Reduce from 4 to 3 lanes (grinding, striping, signage)	25,383				2			3
LRP-2035	Ingham	Lansing	50	Mt. Hope Avenue	Moores River to Washington	2.30	Reduce from 4 to 3 lanes (grinding, striping, signage)	50,715				2			3
LRP-2035	Ingham	Lansing	60	Pine Street	Malcom X to Shiawassee	0.82	Switch from one way to two way (intersection improvements, signal upgrades, signing & striping)	538,356				1		4	
LRP-2035	Ingham	Lansing	61	Pine Street	Shiawassee to Oakland	0.43	Switch from one way to two way (intersection improvements, signal upgrades, signing & striping)	269,178				1		4	
LRP-2035	Ingham	Lansing	62	Pleasant Grove Road	MLK to Jolly	1.15	Reduce from 4 to 3 lanes (grinding, striping, signage)	34,341				4			2
LRP-2035	Ingham	Lansing	63	Saginaw Street	Larch to Merrill	1.60	Reduce from 4 to 3 lanes (striping & signage only)	23,890				2		1	2
LRP-2035	Ingham	Lansing	64	Saginaw Street	W of Stanley to Grand Avenue	1.55	Reduce from 4 to 3 lanes (striping & signage only)	23,143				2		1	2
LRP-2035	Ingham	Lansing	79	Walnut Street	Main to Shiawassee	0.82	Switch from one way to two way (intersection improvements, signal upgrades, signing & striping)	317,492				1		4	
LRP-2035	Ingham	Lansing	80	Walnut Street	Shiawassee to Oakland	0.43	Switch from one way to two way (intersection improvements, signal upgrades, signing & striping)	317,492				1		4	
LRP-2035	Ingham	Lansing	81	Washington	Mt. Hope to Main	0.89	Reduce from 5 to 3 lanes, including bike lanes	1,678,800				1			4
LRP-2035	Ingham	Lansing	82	Washington Avenue	CN Railroad to Main Street	0.39	Reduce from 5 to 3 lanes	1,679				2		1	2
TIP	Ingham	Lansing	83	Washington Avenue	Oakland to N. Grand River	0.27	Reconstruct; reduce from 4 to 2 lanes	595,235				2		1	3

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Capacity Changing Project List

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LRP-2035	Ingham	Lansing	85	Waverly Road	Jolly to Moores River	1.80	Add center left turn; acquire right of way	5,894,400				3		1	1
LRP-2035	Ingham	Mason	22	Franklin Farms Drive	LaVonne Drive to Kipp Road	0.20	Construct 2 lane extension from end of LaVonne	1,276,282				5			
LRP-2035	Ingham	Mason	78	W Columbia Street	Extension through Maple Grove Cemetery	0.25	Construct 2 lane road to connect with existing Columbia alignment	2,422,350				4		1	
LRP-2035	Ingham	MSU	5	Bogue Street	Service Road to Mount Hope	0.52	Construct new 3 lane road	3,229,800				3		1	1
LRP-2035	Ingham	MSU	54	N Shaw and S Shaw (two way pair)	Red Cedar to Farm Lane	0.25	Eliminate North Shaw; reduce South Shaw to emergency and bus access only	4,780,800		1		4			1
LRP-2035	Ingham	MSU	89	Wilson Road	Wilson - Fee intersection to Hagadorn	0.28	Construct 4 lane boulevard connecting Wilson to Hagadorn	13,273,000			1	4			1
LRP-2035	Ingham	Vebbervill	86	Webberville Road Extension	Grand River extending S .57 mile into existing business park.	0.57	Construct new 2 lane road	995,475				5			

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DRAFT LRTP 2040
Capacity Project List

Results From Public Forum Meeting - Interest/Dot Count Off of Working Maps

Green Dot Cnt	Red Dot Cnt	ID	Source	County	Respon-sible Agency	Map Key	Project Name	Limits	Length	Project Description	Total Phase Cost	Est. Year Open
6		451	LRP-2035	Clinton	MDOT	77	US 127	Kinley to Gratiot County Line (continuing to Ithaca, outside our region; cost is for Clinton County portion)	6.00	Expansion to limited access freeway	375,437,875	2040
1		950	CMAQ-2014-2017	Clinton	CCRC	65	Schavey Rd (Clark Rd to Herbison Rd) Improvements - Right Turn Lane in Front of School	from Clark Road to Herbison Road	0.04 miles	Right turn lane construction.	25	2016
1	3	428	LRP-2035	Clinton	CCRC	75	State Road	DeWitt Road to US 127 BR	1.30	Widen from 2 to 4 lanes	4,141,200	
1			Added project from meeting	Clinton			DeWitt Rd	**Interpretation:** At State Road-Eliminate road offset, maybe roundabouts?		**Interpretation:** At State Road-Eliminate road offset, maybe roundabouts?		
5			Added project from meeting	Clinton			I-69	At Chandler Rd		Add highway interchange		
6			Added project from meeting				Webster Rd	State Rd and Chandler Rd		Connect Webster to the west and connect to State Rd at Chandler Rd		
2			Added project from meeting	Ingham			I-96	At Meridian Rd		Add highway interchange		
1		457	LRP-2035	Ingham	Lansing	34	Jolly Road	Waverly to MLK	1.80	Reduce from 4 to 3 lanes (grinding, striping, signage)	39,690	2018
1		469	LRP-2035	Ingham	ICRD	43	Michigan Avenue	Waverly to Lansing city limit	1.00	Restripe portion from Rosemary to city limit from 4 to 3 lanes; includes bike lanes	638,150	

Green Dots- Likes Red Dots - Dislikes

DRAFT LRTP 2040
Capacity Project List

Results From Public Forum Meeting - Interest/Dot Count Off of Working Maps

Green Dot Cnt	Red Dot Cnt	ID	Source	County	Respon-sible Agency	Map Key	Project Name	Limits	Length	Project Description	Total Phase Cost	Est. Year Open
1?	Dot location Btwen Prj. 64 & 61	485	LRP-2035	Ingham	Lansing	64	Saginaw Street	Center to Grand Avenue **Dot location Btwen Prj. 64 & 61**	0.20	Reduce from 4 to 3 lanes (striping & signage only)	23,143	Revised termini
	1	444	LRP-2035	Ingham	ast Lansi	38	Lake Lansing Road	US 127 to Harrison	0.75	Widen from 4 to 5 lanes; add intersection turn lanes; possible roundabout Lake Lansing and Coolidge	2,210,400	2025
	1	383	Illustrative	Ingham	Lansing	37	Lake Lansing operations Improvements	Old 27 to High Street	0.30	Implementation of sharrows on Lake Lansing Road. Modernization of signal at High Street including removal of left turn overlap phase. Interconnection with signals at old 27 and North East Street.	120,000	2016
1		478	LRP-2035	Ingham	Lansing	16	E Grand River Avenue	Railroad tracks E of Larch to Massachusetts	0.35	Reduce from 4 to 3 lanes (grinding, striping, signage)	10,452	2016
2		486	LRP-2035	Ingham	Lansing	63	Saginaw Street	Larch to Merrill	1.60	Reduce from 4 to 3 lanes (striping & signage only)	23,890	2020
1	1	494	LRP-2035	Ingham	MSU	54	N Shaw and S Shaw (two way pair)	Red Cedar to Farm Lane	0.25	Eliminate North Shaw; reduce South Shaw to emergency and bus access only	4,780,800	
1		427	LRP-2035	Ingham	MSU	89	Wilson Road	Wilson - Fee intersection to Hagadorn	0.28	Construct 4 lane boulevard connecting Wilson to Hagadorn	13,273,000	
	1	446	LRP-2035	Ingham	ICRD	33	Jolly Road	Collins to Hagadorn	2.10	Widen from 2 to 4 lanes; possible roundabout at College and Jolly intersection; bike lanes on both sides.	5,925,860	
1		495	LRP-2035	Ingham	ICRD	58	Okemos Road	Central Park to Haslett	1.50	Raise grade and install turn pockets	24,861,000	

Green Dots- Likes Red Dots - Dislikes

DRAFT LRTP 2040
Capacity Project List

Results From Public Forum Meeting - Interest/Dot Count Off of Working Maps

Green Dot Cnt	Red Dot Cnt	ID	Source	County	Respon-sible Agency	Map Key	Project Name	Limits	Length	Project Description	Total Phase Cost	Est. Year Open
1		426	LRP-2035	Ingham	ICRD	40	Lake Lansing Road	I-69 BL (Saginaw) to Lac du Mont	0.70	I-69 BL to Lac du Mont: widen from 2 to 3 lanes; Lac Du Mont to Marsh: reduce from 4 to 3 lanes; add roundabout at Okemos-Lake Lansing intersection; bike lanes on both sides	1,723,005	
1		463	LRP-2035	Ingham	ICRD	39	Lake Lansing Road	at Okemos		Add possible roundabout at Okemos-Lake Lansing	1,215,600	
1		467	LRP-2035	Ingham	ICRD	41	Lake Lansing Road	Lac du Mont to Marsh	1.10	Resurface and restripe from 4 to 3 lanes with addition of non-motorized lanes	650,000	

Green Dots- Likes Red Dots - Dislikes

Maria Habba

Subject: RE: Questions/concerns about proposed projects in 2040 Trans Plan

From: McGrain, Brian [mailto:BMcGrain@ingham.org]
Sent: Wednesday, July 09, 2014 12:29 PM
To: Sue Pigg
Subject: Questions/concerns about proposed projects in 2040 Trans Plan

Sue,

As noted the other day, here are some questions/concerns I have with specific line items in the proposed 2040 Transportation Plan capacity projects list:

1) At this point, I am OPPOSED to the expansion of State Road from DeWitt Road east. (There will need to be a conversation at some point with the airport regarding their expansion plans in general and that plan's compatibility with the region.)

2) "East-West Collector" between Canal and Mall Drive West -- seems unnecessary.

3) Planned road expansions (2 to 4 lanes) of roads on MSU, expansion of Wilson and elimination of Shaw. I believe the Ingham County Road Department will not actually be pursuing those road expansions anymore. But as I've mentioned to you, we really need a presentation from MSU to hear what their plans are for road re-alignment on campus, and to see how that jives with overall transit planning in the region.

4) I'm not opposed to roundabouts in general, but I do think two proposed areas: Coolidge/Lake Lansing and Washington/Grand River are inappropriate, given the levels of traffic and/or pedestrian usage.

5) Widen Jolly from Hagadorn to Collins? Probably unnecessary.

Thanks,

-Brian

Maria Habba

Subject: RE: Long-range transportation projects

From: Rick Brown [mailto:rickbbiking@gmail.com]
Sent: Friday, April 18, 2014 8:23 AM
To: phamilton@mitcrpc.org
Cc: Tim Potter; Michael unsworth; Robert Lovell; Nancy Krupiarz; McConnell, Bill; James Jackson; Julie Powers
Subject: Long-trange transportation projects

Hi Paul,

Per your suggestion, I would like to see the following non-motorized infrastructure projects added to the Tri-County Long-range Transportation Plan, preferably so they may be funded and constructed as soon as possible.

* Non-motorized trail bridge over I-96 near Okemos Road.

* Non-motorized trail bridge over/under US127 linking Eastwood Town Center with Coolidge Road and the Northern Tier Trail in East Lansing.

* Non-motorized trail tunnel under the CN Railroad connecting the Interurban Trail and the Nancy Moore Park Trail in Meridian Township.

* Extension of the Interurban Trail northeast to Lake Lansing and the Shiawassee County line.

* Extension of the Lansing River Trail westward to Tecumseh Park in NW Lansing and westward to Riverside Park in west Lansing.

* A non-motorized trail link from MSU's campus trail network eastward paralleling Hannah Boulevard or River Terrace Drive and preferably including a bridge over the Red Cedar River.

Thank you for considering these worthy non-motorized projects as part of a comprehensive transportation plan for Greater Lansing.

Sincerely,

Rick Brown, AICP, CBSP
Okemos, MI

Proposed Non-Motorized Projects

Source	County	Responsible Agency	Project Name	Limits	Project Description
Clinton forum	Clinton	CCRC	Non-motorized connections	Between DeWitt and Watertown Townships	Non-motorized connection for enhanced safety
Clinton forum	All	All	Non-motorized plans	Regionwide	Include county and Charter township non-motorized plans

Maria Habba

Subject: RE: Mid-Michigan Program for Greater Sustainability Topic Summary Report / Top Transportation Goals

Subject: Mid-Michigan Program for Greater Sustainability Topic Summary Report / Top Transportation Goals

Topic Summary Report

A topic has closed on Mid-Michigan Program for Greater Sustainability

Topic: Top Transportation Goals

Rate these transportation goals on how important they are to you.

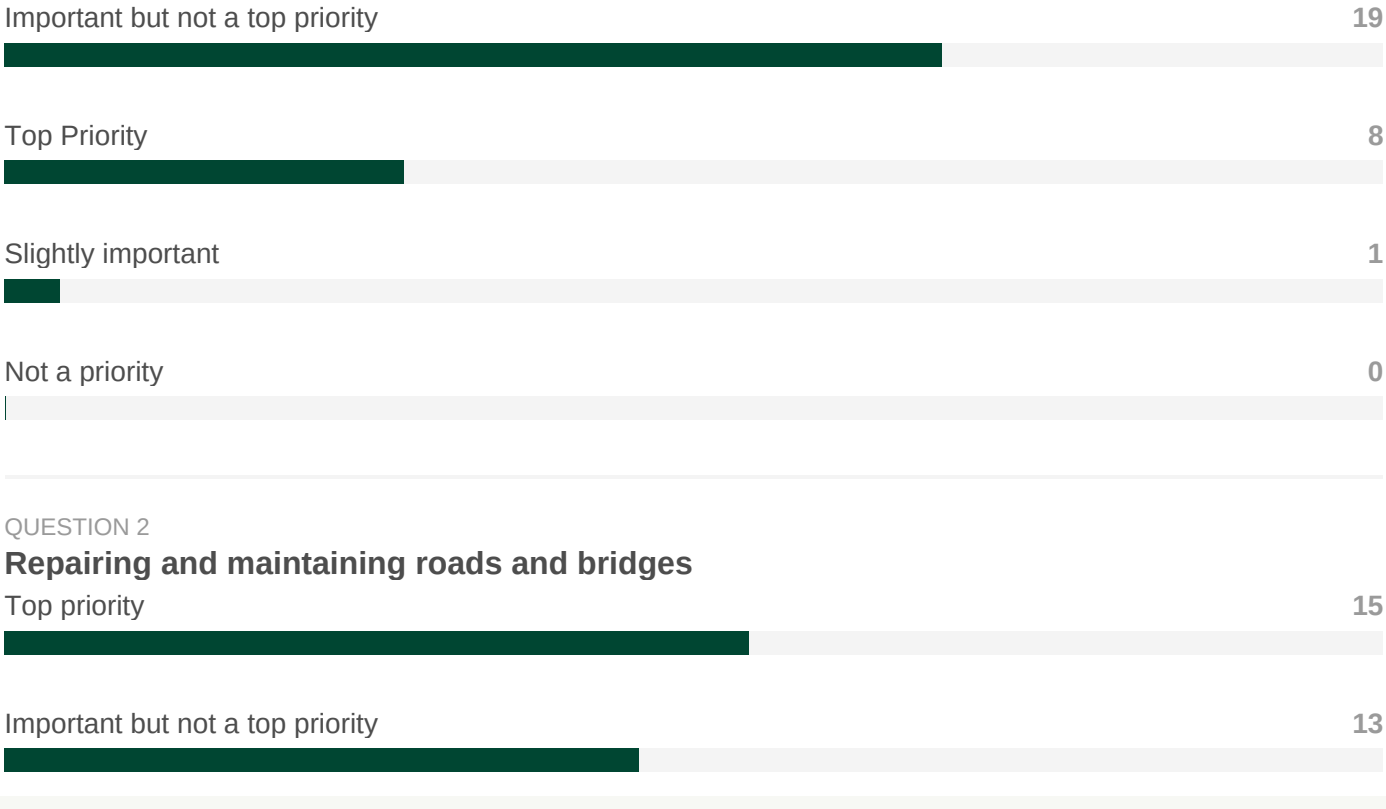
Your feedback will help us prioritize how we address transportation needs in the Tri-county area.

Surveys Submitted	**28**	Comments	**0**

Survey Results

QUESTION 1

Maintaining mobility for low income elderly citizens



QUESTION 2

Repairing and maintaining roads and bridges

Slightly important 0

Not a priority 0

QUESTION 3

Reducing congestion and improving traffic flow through major streets and intersections

Important but not a top priority 16

Slightly important 7

Top priority 4

Not a priority 1

QUESTION 4

Improving sidewalks and pathways for pedestrians and bicycles

Top priority 21

Important but not a top priority 5

Slightly important 2

Not a priority 0

QUESTION 5

Providing adequate parking for commuters and for shoppers

Not a priority 10

Slightly important 9

Important but not a top priority 7

Top priority 2

QUESTION 6

Improving public transportation services

Top priority 22

Important but not a top priority 5

Slightly important 1

Not a priority 0

QUESTION 7

Improving options for carpooling and vanpooling

Important but not a top priority 17

Slightly important 7

Top priority 3

Not a priority 1

QUESTION 8

Providing passenger rail service to other communities

Important but not a top priority 13

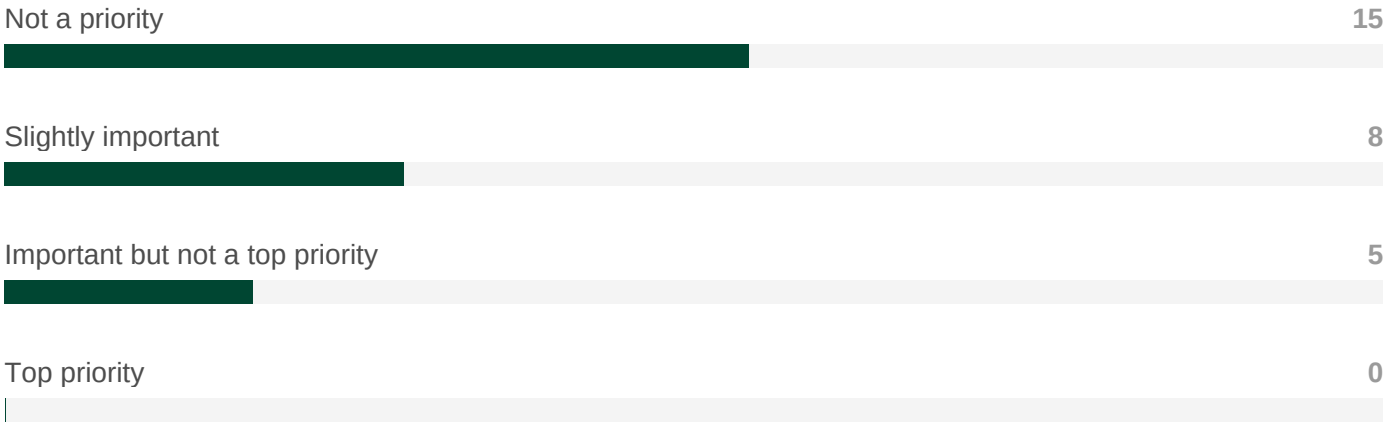
Top priority 8

Slightly important 4

Not a priority 3

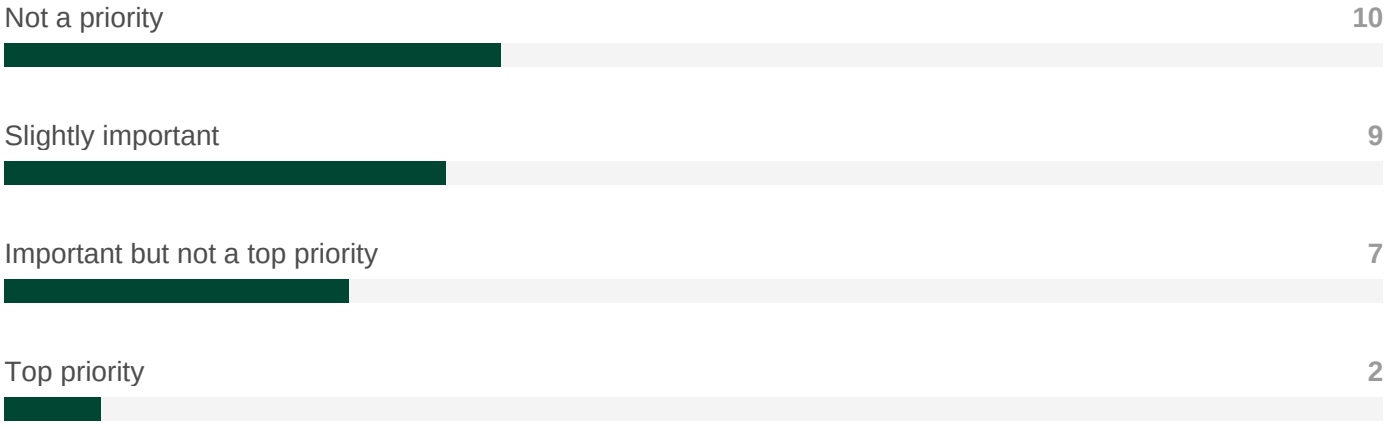
QUESTION 9

Paving gravel roads



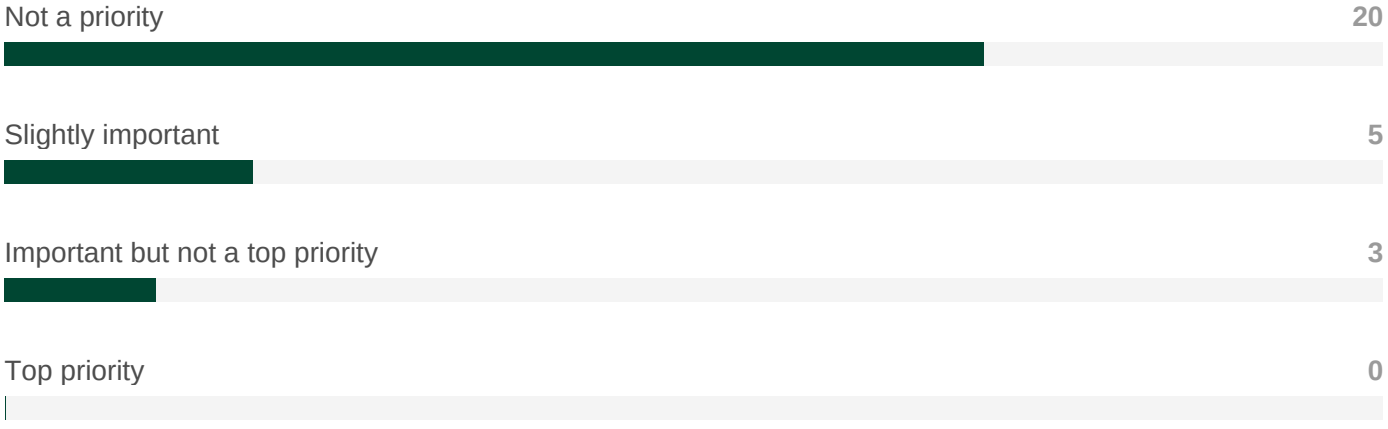
QUESTION 10

Making airport improvements



QUESTION 11

Building new roads



QUESTION 12

Widening existing roads

Not a priority	9
Slightly important	3
Important but not a top priority	1
Top priority	0

8% of people participated

(28 of 334 total participants)

211% More than your average and **4% More** than the MindMixer average

Gender Breakdown

50% (12 Females)

50% (12 Males)

Top Postal Codes

48823

48864

48912

Age Breakdown