



MICHIGAN GRAND RIVER AVENUE

TRANSPORTATION STUDY



6

Serving Downtown Lansing and the Meridian Mall Area

Alignment and Station Location at the Ends of the Line

Downtown Lansing and the Meridian Mall area are key destinations and would be the ends of the line for all three transit alternatives – Light Rail Transit (LRT), Bus Rapid Transit (BRT) and Modern Streetcar. Although transit would travel along Michigan and Grand River avenues for the majority of the Corridor, there are different options for how each system could work at the ends of the line. The Technical Committee and Steering Committee have considered many alternatives. Issues include potential impacts on traffic and parking, cost-effectiveness and how key destinations would be served.

Convenient Access to Key Destinations

Serving key destinations is an important part of any transit system. In downtown Lansing, these include major employers in the central business district, the Capitol Complex and Lansing Community College. In the Meridian Mall area, these destinations include the Meridian Mall, Meijer and businesses east of Marsh Road.

Transportation Connections

Each end of the line would include transfers to other modes, including buses. In downtown Lansing, many of those connections are made at the CATA Transportation Center. In the Meridian Mall area, the end-of-line would include a new transit center for transfers to and from buses, a park-and-ride facility and improved pedestrian facilities.

Avoiding Negative Impacts

Although a new transit system provides new access and mobility, it has the potential to create negative impacts. In downtown Lansing, it was particularly important to minimize potential impacts on Washington Square, including impacts on pedestrians, parking and traffic. It was also important to avoid impacts on Shiawassee and Kalamazoo streets, which parallel Michigan Avenue and also cross the river.

Downtown Lansing Recommendation

The recommended alignment for all three potential transit modes in downtown Lansing includes a counter-clockwise loop through downtown. As shown on the other side of this page, this loop consists of Grand Avenue, Ionia Street, Capitol Avenue and Lenawee Street. Five stations are recommended, including one at the CATA Transportation Center. A one-way loop on these streets would minimize traffic impacts while providing convenient access to key destinations.

Meridian District Recommendation

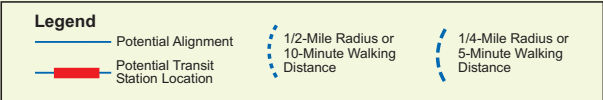
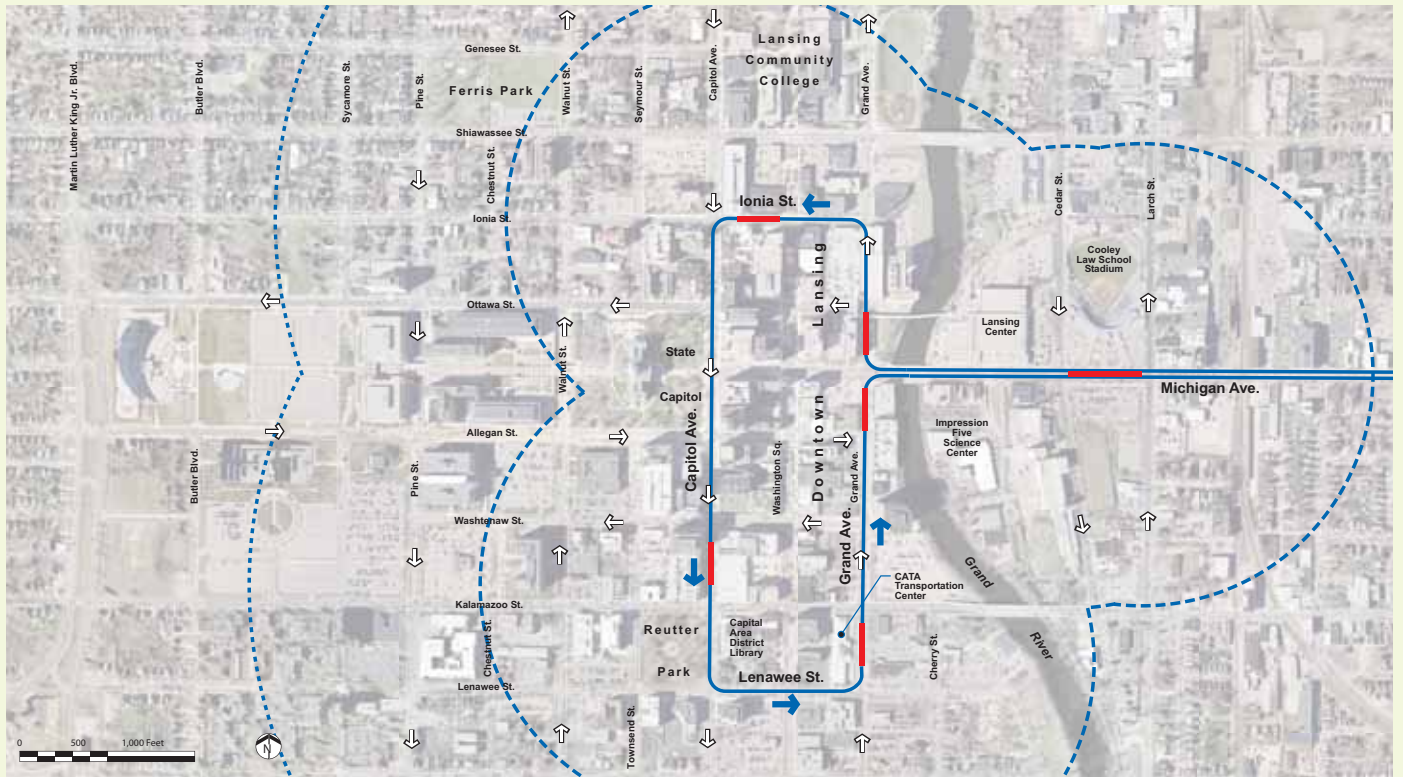
The end-of-line near the Meridian Mall has one recommendation for LRT and Modern Streetcar and another recommendation for BRT. As shown on the figure on the other side of this page, the end-of-line LRT/Modern Streetcar station would be on Grand River Avenue just west of the intersection with Marsh Road. For BRT, the station would be located just west of the mall's entrance on Grand River Avenue. In either case, improvements to pedestrian conditions would occur at intersections, as well as on routes to the entrances of Meridian Mall and Meijer.

Your Participation Matters

In the coming years, the Michigan/Grand River Corridor can help our region grow and prosper or it can be a roadblock to success. The decisions we make now are important to everyone who lives and works in our region. For more information on the Study and to make your voice heard, visit the project website at www.migrtrans.org.

more >>>

Michigan State Capitol - Downtown Lansing



Meridian Mall Location

Notes:

- CATA bus layover and turnaround functions for BRT buses would continue to occur at the Meridian Mall consistent with the current agreement with the mall.
- A four- to five-acre transit station site for feeder bus bays, drop-off areas and park-and-ride facilities will need to be identified in the vicinity of the station.
- Each mode has the potential to extend to the north, east or south in future phases.

