



Detailed Evaluation of Corridor Alternatives

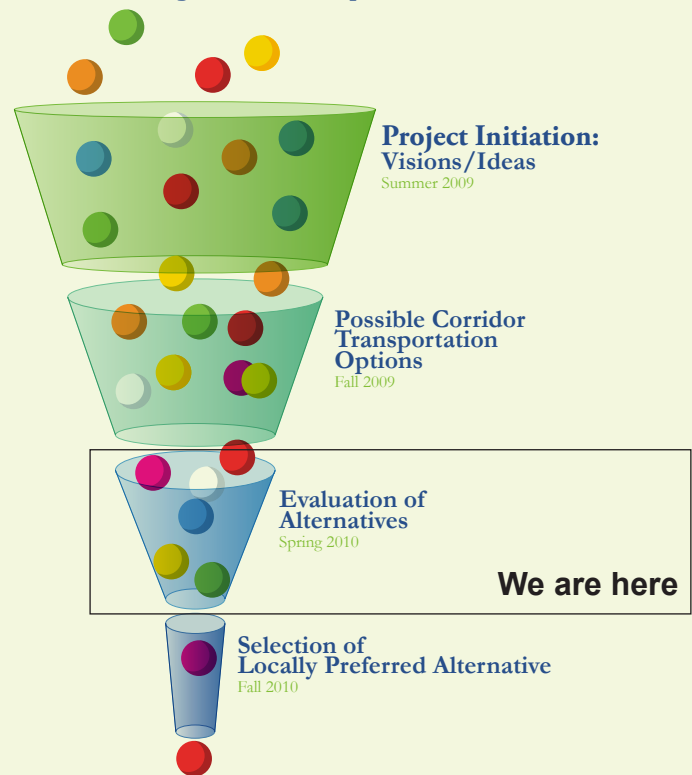
During this phase of work, the Study Team will define each of the Corridor alternatives in greater detail. This will allow the study partners, the Technical Committee and the Steering Committee to compare how well each of them would address the Study’s overall goals. In addition to developing detailed definitions of Bus Rapid Transit (BRT), Modern Streetcar and Light Rail Transit (LRT), the Study Team will also define an alternative that involves improvements to the existing bus service.

Defining Each Alternative

In general, each of the new transit alternatives would run along the center of the street. In addition to two-way transit in the middle, there would be four lanes of general traffic. Bike lanes or paths would be located within the Corridor or along parallel streets. The Study Team is now defining other aspects of the alternatives, which include the following:

- **Alignment and station locations:** This element will identify the length of each alternative, the location of stations and the conditions at the ends of each alternative. One Pagers #5 and #6 provided information on potential station locations, including how downtown Lansing and the Meridian Mall area would be served.
- **Conceptual design:** This will show how each alternative will “fit” within the Corridor. Conceptual designs will provide more detail that includes locations where each alternative might run along the curb, where station platforms would be constructed and where bike lanes would be located.
- **Service planning:** This element will define each alternative’s hours of operation and how frequently the transit service would run, and how other CATA routes would connect with the new service.
- **Cost estimates:** This element will estimate how much it would cost to build each alternative, based on each alignment’s conceptual design, alignment and station locations, and service plan.

Project Study Process



Evaluating Each Alternative

After detailed definitions are developed, the Study Team will evaluate each alternative to determine which would best meet the travel needs of the Corridor as well as positively impact the community. Characteristics of each alternative that will be reviewed by the Study Team include the following:

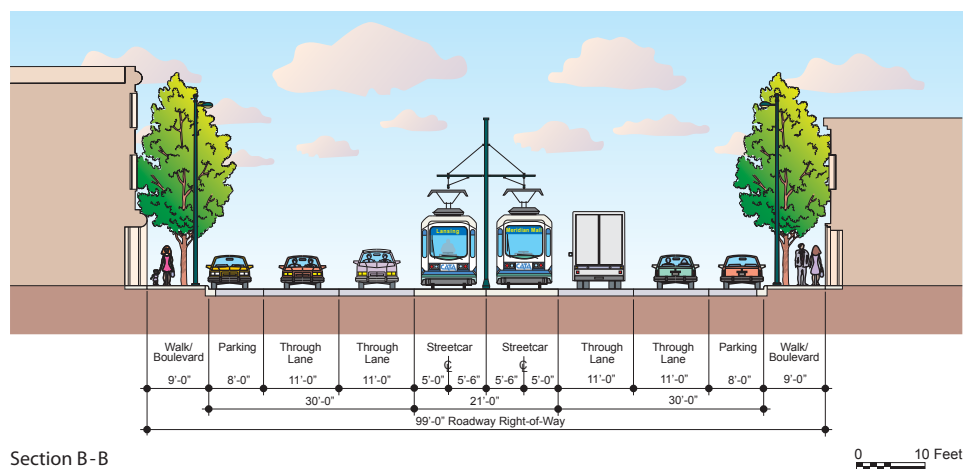
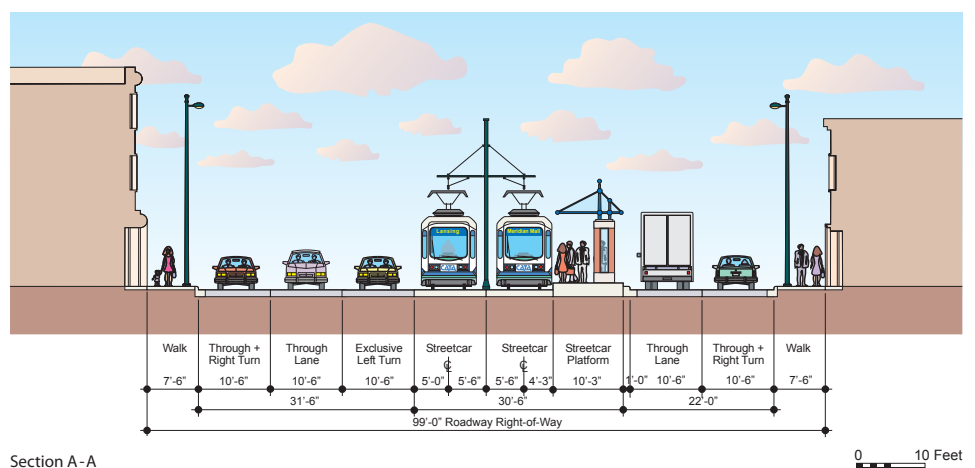
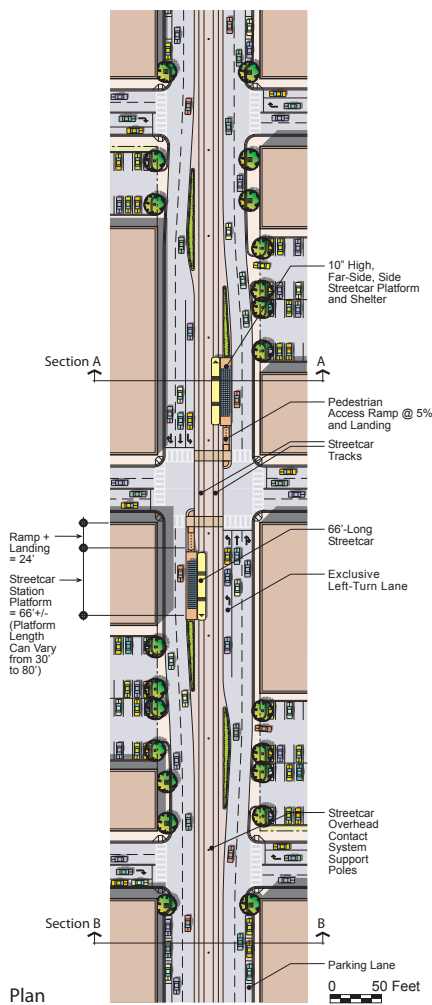
- **Ridership:** Alternatives will be evaluated for their ability to attract Corridor residents and employees to the new service. It is also important for the alternatives to serve people within the Corridor who depend on transit to get around.

- **Community and environment:** The selected alternative will be built within a Corridor that is rich with community institutions, natural resources, businesses and residents. It will be important to understand which alternative would most enhance the existing community without compromising existing assets.
- **Station area planning/transit-oriented development:** Experience from other cities show that each of the alternatives could support different levels of development and redevelopment near each of the stations. One Pager #4 provides an overview of experience with Transit Oriented Development, or TOD. The Study Team will review the extent to which each of the alternatives could stimulate development.
- **Economic development:** In addition to supporting TOD, the alternatives will be evaluated for their ability to support general economic investment and revitalization within the Corridor.
- **Public and business input:** Just as in previous phases of the study, Corridor stakeholders will have opportunities to be involved in the evaluation of these alternatives. One Pager #8 will address the results of the Detailed Evaluation of Alternatives. The definition of each alternative and its evaluation will be presented to residents, businesses and all interested stakeholders for feedback and input. Following this phase, a Locally Preferred Alternative (LPA) will be selected by the Steering Committee. This is expected to happen in fall 2010.

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.migtrans.org.

Station Prototypes: An Example | Modern Streetcar | 99' Right-of-Way



Michigan/Grand River Avenue Transportation Study

Key Characteristics:

- Median Running
- Two, Single-Sided, Side Platforms
- Far-Side Stops
- 10" High Platforms
- Four Traffic Lanes
- Exclusive Left-Turn Lanes
- Parking Bays between stations, or wider sidewalks and landscaped boulevards



May 16, 2010

