



EAST LANSING AGENDA

Transportation Commission Meeting

6:00 PM - Monday, April 6, 2026

Hannah Community Center, 2nd Floor Executive Room

Public Comment - Email: sclayton@cityofeastlansing.com

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MINUTES

Transportation Commission Meeting

6:00 PM - Monday, March 2, 2026

Hannah Community Center, 2nd Floor Executive Room

The Transportation Commission of the City of East Lansing was called to order on Monday, March 2, 2026, at 6:00 PM, in the Hannah Community Center, 2nd Floor Executive Room, with the following members present:

PRESENT: Mitchell Moore, Commissioner Adan Quan, Commissioner Evan Martin, Nathan Werner, Noah Vander Galien, Willem Nienhuis, Commissioner Ankita Shukla, and Commissioner Corwin Harris

EXCUSED:

1. CALL TO ORDER

Roll Call

Approval of the agenda

Moved by Noah Vander Galien, seconded by Willem Nienhuis, to approve the agenda.

Approval of the minutes

Moved by Mitchell Moore, seconded by Willem Nienhuis, to change Centerlawn to Roseland/Southlawn and approve as amended.

2. WRITTEN COMMUNICATIONS

Written Correspondence

3. COMMUNICATIONS FROM THE AUDIENCE - NONE

4. BUSINESS AGENDA

4.1 Public Hearing for the Cowley Avenue Parking Permit Program.

Clayton updated the Commission on the Cowley Avenue Parking Permit Program. He said staff is recommending approval.

Liesel Carlson, 142 Cowley, addressed the Commission and thanked them and staff for assisting. She said this will help the staff who clear leaves and snow from the road which has been hindered for years due to so many cars parked on the street.

Theresa Dunn, 120 Cowley, addressed the Commission and echoed Carlson's comments. She said the neighborhood has struggled with these issues for years.

Cara Cilano, 223 Cowley, addressed the Commission and said she appreciates all the work staff has done and said Joseph Callahan has been phenomenal. She said the University needs to be a better neighbor.

Egan thanked DPW for taking the work up and helping the neighborhood.

Martin said he lives in this section of Cowley; however, the daily parking is at the south end of the street and typically does not come up to where he lives. He said every day the street is packed quite a way up and leaves/snow cannot be cleared. He further said game days are completely full and there is more need for traffic calming/traffic control to control speeding of southbound vehicles.

Whelan thanked for all the comments. He said former career he has seen the mess in the area.

Moved by Mitchell Moore, seconded by Noah Vander Galien, Recommend to City Council approval of the extension of the residential permit parking in Chesterfield Hills to include Cowley Avenue north of Michigan Avenue to Oak Ridge Avenue and including Oak Ridge Avenue between Cowley Avenue and Kensington Avenue.

4.2 Presentation on and Discussion Regarding the Graduate Hotel Valet Parking and Proposed Improvements to Traffic

Clayton introduced Charles Fawcett, Pablo David, and Devid Schlensker, representing Graduate Hotel.

Lee Cody, General Manager of The Graduate introduced himself and the other members on Zoom. He said they have been working closely with staff, and the commissions present to improve safety in the Evergreen corridor. He explained the presentation and said the seven staging spaces would alleviate the problems at the corner. As well as modifying the two-way street to a one-way street.

Moore said the issue has been on the agenda for many years and asked if there will be signage that the seven parking spaces are for Valet Only.

Cody replied that the spots are valet controlled only.

Moore asked about the possible expansion of the Rock Bar. He said first responders need to have Evergreen unobstructed and enforcement will be an important tool for PACE.

Nienhuis asked which direction on Evergreen is being proposed for one-way as there is already a lot of traffic turning right onto two very busy streets, Michigan

and Grand River Avenues.

Cody replied that DLZ did the research and are suggesting one-way southbound only.

Moore said he likes the motion and asked if the Commission would consider adding a raised cross walk across Grand River.

Egan said that one-way traffic makes sense and asked what it is going to look like for pedestrians and bicyclist. She said there needs to be safety precautions in place, so pedestrians and bicyclists are not surprised by what is coming down the street.

Wener said he questions which direction the one-way should be as there is no evidence of what the neighbors; Peoples Church, MSUFCU, Dunkin Donuts, or Walgreens, may want or what the community around it is looking for.

Moore said he support to amend motion to make it one-way with raised crosswalk. Pedestrian safety is meshed with the change.

Nienhuis said he likes motion as the plan currently stands but is having trouble wrapping his head around the proposed one-way. He said with parking spaces perpendicular to the road, turning left out of valet could be beneficial. He continued that he does not know if a condition for a raised crosswalk is suitable in the downtown area.

Vander Gailen asked if there is a way to include in the recommendation to City Council that the cost for the raised crosswalk is paid by the Graduate Hotel instead of being passed off onto the City. He said he would want the Council to consider the recommendation for one-way and a raised crosswalk together.

Ron Lacasse said Grand River is a MDOT road and the city would need right-of-way permission for a crosswalk.

Vander Galien stated that he will not amend the motion.

Martin said the main issue is to clean up the chaos with cars on Evergreen Avenue. He said that while he is not an expert on the data, he sees the best way to solve the problem is to convert Evergreen to a one-way street.

AMENDED MOTION: Egan moved to amend the motion to include approval of a one-way street from either direction and the addition of a raised crosswalk. Motion was seconded by Moore.

Quan said he strongly supports the amendment.

Moore reiterated that the motion is to support the plan of adding six parking spaces and one handicap parking space and the conversion to a one-way street for southbound traffic only and adding a raised crosswalk at both ends of Evergreen.

Vote amendment: All in favor.

Lacasse said the crosswalk would need to be studied and engineered prior to installation; however, the recommendation of the Commission will be fully vetted by City Council.

Vote on original motion as amended: All in favor.

4.3 Traffic Calming Action Plan Update

Clayton summarized the proposed updates.

Moved by Willem Nienhuis, seconded by Noah Vander Galien, to postpone Items 4.3, 4.4, or 4.5 until next meeting.

4.4 MAP Transportation Bonanza

4.5 Recap of Parliamentary Procedure and Open Meetings Act Meeting

5. UNFINISHED BUSINESS AGENDA - NONE

6. COMMITTEE REPORTS - NONE

7. ANNOUNCEMENTS / BOARD MEMBER COMMENTS

Moore pointed out that in the written correspondence; Molly Szpunar said the pedestrian crossing button at Burcham and Abbot is malfunctioning.

Vander Galien asked why the pedestrian crosswalk light by the Fire Station is flashing yellow.

Clayton replied that it needed to be reset.

Martin welcomed Egan to the Commission.

Egan said she is excited to get to work.

Werner thanked the commissioners for their patience.

Whelan said changing the requirement to needing 20 houses interested to start a petition gets people talking in the community about the concern.

8. ADJOURNMENT

Moved by Noah Vander Galien, seconded by Nathan Werner, to adjourn at 7:32 pm.



Transportation Commission
AGENDA ITEM REPORT

To: Transportation Commission
Subject: Written Correspondence
Meeting: Transportation Commission - 06 Apr 2026
Department: Public Works
Staff Contact: Stephen Clayton, Engineering Administrator

ATTACHMENTS:

[Molly Szpunar](#)
[Molly Szpunar2](#)

Stephen Clayton

From: Molly Szpunar <mhobey@gmail.com>
Sent: Tuesday, March 24, 2026 2:01 PM
To: Stephen Clayton
Subject: Communication for Transportation Commission

CAUTION: This message originated from an email address outside of the organization. Please use caution before clicking any links or responding. Verify that you know and trust this sender prior to proceeding.

Dear Transportation Commission - there have been two pedestrians hit in EL within one week. One at GR and Michigan Avenue and the other in the crosswalk at Glencairn Elementary. Both will be available for review in police reports.

I know you care about our community and our safety as much as I do. How do we deal with the fact that navigating our city is dangerous for anyone not in a car? My suggestion is that we invite MDOT to join the 21st century, and whether they like it or not we start implementing:

- longer pedestrian crossing times at signaled crossings
- enforcement on Abbot, Grand River, Harrison, Saginaw
- speed bumps and raised crosswalks at problem areas in neighborhoods that have been identified by neighborhood associations
- PACE enforcement for parking violations (widespread), ie those parking in front lawns and across sidewalks (not ADA compliant)
- reduced speed limits on Grand River and Saginaw so people can actually use the crosswalks
- implement Safe Streets for All.

Molly Szpunar

 Traffic • 2d ago

Pedestrian hit by car near Michigan and Grand River


 W Grand River Ave, East Lansing

 Greater Lansing Area Public Sa



1



 Road Closure • 2d ago

Grand River and Michigan intersection closed to tra

 E Michigan Ave & Grand River A

 Ingham Out-County Fire and E

Sent from my iPhone

Stephen Clayton

From: Molly Szpunar <mhobey@gmail.com>
Sent: Thursday, March 12, 2026 12:20 PM
To: Stephen Clayton
Subject: Re: Communication for Transportation Commission - Abbott and Burcham

CAUTION: This message originated from an email address outside of the organization. Please use caution before clicking any links or responding. Verify that you know and trust this sender prior to proceeding.

Thank you Stephen, no need to apologize. But, are you saying that the photo I sent, with the duct tape - that isn't covering up the button that we used to have? I'm pretty sure this location had a button, it was removed, without consultation with the community.

If I'm wrong, then I still think it merits a button. This is a high-pedestrian crossing point with the Hannah Community Center. In fact, the library intersection has a pedestrian button but not here? This doesn't make sense.

Please raise this to the Commission for their review.

Thank you,
Molly

On Thu, Mar 12, 2026 at 11:23 AM Stephen Clayton <sclayton@cityofeastlansing.com> wrote:

Hi Molly – sorry for the late reply, I can understand the confusion but there is no push button for this location, which means the ped head is run with the signal phasing.

Thanks,

Stephen Clayton, P.E.

Engineering Administrator

City of East Lansing

1800 E. State Road

East Lansing, MI 48823

517.749.4597

From: Molly Szpunar <mhobey@gmail.com>
Sent: Tuesday, February 17, 2026 1:06 PM
To: Stephen Clayton <sclayton@cityofeastlansing.com>
Subject: Communication for Transportation Commission - Abbott and Burcham

CAUTION: This message originated from an email address outside of the organization. Please use caution before clicking any links or responding. Verify that you know and trust this sender prior to proceeding.

Good afternoon Mr. Clayton, please can you share with the Commission and thank you,

Dear Transportation Commission,

Raising to your attention that the push button pedestrian signal at Abbot and Burcham is gone, replaced with duct tape (see photo).

In addition, this crosswalk and others along Abbot provide only 5 seconds of time from the 'Walk' signal to flashing red. The interval from one walk signal to the next is 1:32 seconds. I don't typically bring my starting blocks when walking, which appears to be the expectation for these timed intervals.

Unless [Rick Jones](#) (see link to news article) is in charge of pedestrian policy at the BWL, in addition to his Fast & Furious cultural sway over MDOT (thanks for the speed limit increases!), can we please consider reaching out to the BWL and asking them to enhance walk times at Abbot and throughout our city to a period of time that young, adult, elderly, and differently-abled alike can have a chance.

Thank you,

Molly Szpunar

--

Molly Louise Szpunar

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Molly Louise Szpunar



Transportation Commission **AGENDA ITEM REPORT**

To: Transportation Commission
Subject: MAP Transportation Bonanza
Meeting: Transportation Commission - 06 Apr 2026
Department: Public Works
Staff Contact: Stephen Clayton, Engineering Administrator

BACKGROUND INFORMATION:

Brief overview of sessions from the MAP Transportation Bonanza, focusing on safety action plans and quick-build implementation examples from other Michigan Cities.

No action is requested from the Commission.



Transportation Commission **AGENDA ITEM REPORT**

To: Transportation Commission
Subject: Recap of Parliamentary Procedure and Open Meetings Act Meeting
Meeting: Transportation Commission - 06 Apr 2026
Department: Public Works
Staff Contact: Stephen Clayton, Engineering Administrator

BACKGROUND INFORMATION:

Summary of Parliamentary procedures/public meetings training, which was attended by 4 commissioners.

No Action is requested from the Commission.



Transportation Commission **AGENDA ITEM REPORT**

To: Transportation Commission
Subject: Traffic Calming Action Plan Update
Meeting: Transportation Commission - 06 Apr 2026
Department: Public Works
Staff Contact: Stephen Clayton, Engineering Administrator

BACKGROUND INFORMATION:

In 2001 the Transportation Commission adopted an Action Plan for Addressing Neighborhood Speeding & Non-Resident Traffic Issues. In 2022, a sub-committee was formed by the Transportation Commission to update the Action Plan, which was then adopted in 2023. In 2024, the City Council adopted the Non-Motorized Transportation Plan which included recommended changes to the Neighborhood Action Plan. These changes were made and saved in the most recent 2025 Neighborhood Action Plan.

The plan has been used by the City to respond to various neighborhood speeding concerns. The plan has also been used as a starting point for various traffic neighborhood conversations including speeding, parking, and cut through traffic. Recently, the City has received feedback that the Action Plan could be improved to better serve residents.

The City has requested the consultant Traffic Engineer to consider providing recommendations for an updated version of the Action Plan. A draft version is presented here for consideration.

Some questions for the Commission:

- What %/# of properties need to sign before the city moves forward with the process?
- What % of polls sent out should be returned marked "YES" before the project moves forward to be considered by the Transportation Commission?
- What should be role of Neighborhood Association?
- Do you agree with the scoring for funding priority?

ATTACHMENTS:

[DRAFT East Lansing Traffic Calming Action Plan - TC
Bri Egan](#)
[DRAFT East Lansing Traffic Calming Action Plan - Bri Egan
Noah VanderGalien](#)

**DRAFT ACTION PLAN FOR ADDRESSING
NEIGHBORHOOD SPEEDING & TRAFFIC ISSUES
March 2, 2026**

It shall be the policy of the East Lansing Transportation Commission to use the following action plan and process to evaluate and develop recommendations for City Council to address speeding, non-resident traffic problems, and other traffic safety concerns on neighborhood streets. The Commission encourages residents with concerns involving these types of issues to use the procedures described herein.

Traffic calming measures are engineering tools that can be built or implemented to slow down or divert traffic in residential areas. Many of these measures can be implemented on a temporary or permanent basis. Traffic calming helps to reduce the likelihood of crashes and improve safety and mobility for residents. Potential traffic calming options are presented in the attached "Traffic Calming Options for Neighborhood Streets".

PROCESS:

1. Petition
2. Preliminary Evaluation and Discussion Meeting
3. Traffic/Safety Study and Evaluation
4. Develop Potential Mitigation Options
5. On-Site Meeting
6. Final Polling
7. Implementation
8. Post-Implementation Analysis

Step 1: Petition

Any resident or property owner may submit a written request with representation of at least 50% of the addresses along the street block or blocks where the traffic problem exists, or at least 20 addresses, whichever is less. The petition should include specific concerns as it relates to speeding and/or general traffic. Submission of a petition will initiate a review under the Traffic Calming Action Plan. Installation of traffic calming measures is not guaranteed and depends on a number of factors including, but not limited to, neighborhood support, evaluation results, and available funding.

Step 2: Preliminary Evaluation and Discussion Meeting

Upon receipt of a written request, City staff will begin the preliminary evaluation. This evaluation will include reviewing the request and the validity of the concern. The following items will be considered to determine the validity of the request:

- The request was submitted by a resident or property owner in the City of East Lansing.
- The roadway is classified as a local street, as indicated on the National Functional Classification maps.
- The roadway is owned and maintained by the City of East Lansing.
-

If the criteria listed above are not met, the City will notify the submitter of the request.

If the location meets the criteria listed above, City Staff will conduct a meeting with representatives of the Neighborhood Association and interested residents/property owners within the project area to discuss possible solutions and implementation hurdles in response to the petition and identified concerns. This discussion will also include information about if a previous study was conducted at this location and what the results were. The city

will work with the Neighborhood Association, if there is one for the location, to determine which properties are within the project areas. Participants are encouraged to contribute ideas and provide input about potential solutions related to traffic calming.

Step 3: Traffic/Safety Study and Evaluation

City staff will conduct a review of the site, collect data, review past petitions and studies, and perform a traffic study to determine the extent of the reported traffic problem. Collected data could include the following:

- Speed Study
 - A speed study may be completed to collect and record vehicle speeds. The percentage of vehicles that exceeded the posted speed limit will be documented.
- Average Daily Traffic (ADT)
 - Daily traffic counts may be completed to determine the number and type of vehicles, pedestrians, and cyclists that travel through the study area on a typical day. Engineering judgement will be used to determine when traffic counts are scheduled, and will consider items such as school schedules, weather, days of the week, and special events.
- Non-Motorized Review
 - A review of the existing non-motorized facilities and their connectivity to destinations may be considered.
 - A review of access to transit stops and routes may be considered.
- Safety Analysis
 - A crash study may be performed to help identify crash patterns that could be mitigated by the installation of traffic calming devices. These crash patterns could include speed, failure to yield, or other crash patterns. The crash study may also include crashes reported by residents where no crash report was taken but there may be evidence of an incident.
- Site Review
 - Additional items may be identified during the site review that could present safety concerns. These could include sight distance limitations, vegetation, improper signage, lighting conditions, or other items identified in the site review.

Step 4: Develop Potential Mitigation Options

City staff will then develop potential mitigation options based on:

- Resident/Property Owner Feedback
- Neighborhood Association Board Feedback
- Police, Fire, and DPW Feedback
- Traffic/Safety Study and Evaluation
- Site Conditions & Utility Locations
- Engineering best practices

City staff and/or the Transportation Commission will work with the Police Department and Communications Department to discuss education and enforcement needs within the affected area.

Step 5: On-Site Meeting and Mitigation Plan Recommendations

This meeting will be held on-site or at an agreed upon location and will give attendees the opportunity to walk the project area with city staff to see the potential traffic calming/mitigation measures and to provide additional input. The goal is to provide additional feedback on the preliminary plan and present any concerns still outstanding. After this meeting, city staff will finalize the recommendations.

Step 6: Final Polling

Each address in the project area, as determined under Step 2 above, and the Neighborhood Association Board will receive a copy of the final recommendations and have the opportunity to indicate their support or opposition to the plan by marking “YES” or “NO” on the attached polling card or through an electronic option. The Neighborhood Association Board must vote as a group and that vote counts as a single vote.

If greater than 50% of the returned polls are marked as “YES”, then the proposed plan will be forwarded to the Transportation Commission for consideration.

If 50% or greater of the returned polls are marked as “NO”, the city will reach out to the Neighborhood Association Board to discuss next steps which may include returning to Step 5 of the process. If an agreeable solution cannot be identified, the petition and process will be presented to the Transportation Commission for discussion.

The City will score each approved project based on the scoring evaluation below to prioritize projects based on funding availability.

Evaluation

Criteria	Range	Points	Score
Final Polling Support	< 50%	Does Not Qualify	
	50% – 75%	1	
	76%- 89%	2	
	> 90%	3	
Speed Limit Violators	<15%	0	
	15 to 25%	3	
	> 25%	5	
Average Daily Traffic (ADT)	<= 250 vpd	0	
	251 to 500 vpd	1	
	501 to 750 vpd	2	
	751 to 1000 vpd	3	
	> 1000 vpd	4	
Sidewalk	Sidewalks are present throughout the study area	0	
	Sidewalk present with significant gaps	1	
	No Sidewalk Present	2	
Crashes with Contributing Factors in Past 5 years ¹	No	0	
	Yes	3 each	
Total Points			

¹ Engineering judgment should be used when evaluating crashes within the study area that are correctable with the implementation of traffic calming measures. Some crashes that could be excluded include animal crashes, alcohol/drugs, backing, or other crashes that would not be correctable with traffic calming measures.

Step 7: Implementation

Once city council has approved the final plan and City funding has been secured, the proposed traffic calming measures will be implemented.

Step 8: Post-Implementation Analysis

After traffic calming measures are implemented, city staff may conduct a post-implementation assessment of their effectiveness.

Traffic Calming Options for Neighborhood Streets

- Speed Radars
- Traffic Enforcement
- Brush and Tree Trimming
- Tree Canopy
- Parking Changes
- Pavement Markings
- Raised Pavement Markings
- High-visibility Crosswalk Markings
- Optical Speed Bars
- Signage
- “Your Speed” Signs
- Bike Lanes
- Intersection Lighting
- Speed Hump
- Speed Cushion
- Speed Table
- Raised Crosswalk
- Raised Intersection
- Pedestrian Refuge Island
- Traffic Circle
- Mid-block Deflector Island/Median Island
- Curb Extension/Bump-Out
- Choker/Neckdown
- Chicane/Lateral Shift
- Full Closure (dead end)
- Half Closure (one way)
- Forced Turn Island
- Diagonal Diverter
- Median Barrier
- Street Narrowing
- Tight Corners
- Pedestrian Gateway Treatment
- Rectangular Rapid Flashing Beacons (RRFB)
- Pedestrian Hybrid Beacon (PHB)/HAWK

This document is not intended to provide an all inclusive list of potential options. Engineering judgement should be applied.

Stephen Clayton

From: Brianna Egan <briannamegan02@gmail.com>
Sent: Friday, March 13, 2026 2:39 PM
To: Stephen Clayton
Subject: Feedback on Draft Traffic Calming Plan
Attachments: East Lansing Traffic Calming Action Plan - RML.BE. Comments 3-13-26 (1).docx

CAUTION: This message originated from an email address outside of the organization. Please use caution before clicking any links or responding. Verify that you know and trust this sender prior to proceeding.

Hi Stephen,

Please forward this on to my fellow Traffic Commissioners:

I appreciate the willingness to redo the plan, and this version is better. I made some suggested edits and left the tracking on, so the document has Ron's, Stephen's and mine. Thank you for already incorporating some previous suggestions.

I do feel that, in practice, it still creates a type of gauntlet of disparate requirements for a neighborhood traffic calming plan. The combination of chosen items chosen in the evaluation table could be tweaked to capture data points more characteristic of an issue likely to be the impetus of a request for Neighborhood Traffic Calming which, according to the FHWA is intended to "[support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort.](#)" So, if the aim is to restore or improve these conditions for non-motorists in the neighborhood then the factors must be more sensitive, because it's likely that the majority of non-motorists in neighborhoods are children, the aging and more vulnerable road users who stay close to home.

For example, vehicle crash data may not be an appropriate factor of safety for a neighborhood like mine, with streets less than a half mile long with unregulated cut through traffic that predominantly comes from one direction or another. Even ADT counts may not be sensitive enough for roads less than a 1/2 mile long, because of driver behavior on a road that short. For instance, an adt of 500 would be an enormous burden on some of our smaller and older local roads. and for at least a decade the FWHA designated the top aadt for an NFC-7 Local road was 700.

For my edits on the attached doc, I pulled from [Tallahassee/Leon County, Florida's traffic calming plan](#) because they have a similar set of characteristics as the EL and Lansing area. (Both are Capital Regions, and both have State Universities that draw large crowds for sporting events, and campus life). Their downtown area has an addendum to the plan linked above, but they have the capitol and main campus within a square mile of each other and so some of those variables don't apply.

But the reality is, the combined effect of the chosen scoring elements, and the process design itself is likely to result in data that refutes the neighborhoods' experiences, and as we have seen that result is currently an almost universal experience among the neighborhoods. (This is more likely to be a review of the TCAP, than proof of a mass hysteria). If there was a more collaborative meeting at step two, perhaps onsite, or if there was a way to submit pictures, that may help residents feel like the city has all the relevant conditions and are working in good faith to address their safety, mobility, and comfort concerns.

I would argue that having the **onsite meeting earlier at step 2, and the creation of a condition diagram**, rather than an onsite meeting at the end of the process would be more efficient and fiscally responsible for a while. Additionally, the plan can't imply that the petitioner could have their request thrown out if there was a recent study in the area, which I believe you addressed with this draft.

While I understand that the traffic calming is costly, and that city staff's time is valuable, it will continue to cost more, and take longer, if we don't get it right. Residents will continue to feel unheard and unhelped because traffic safety is a public health issue, and like other life-saving measures, the demand for traffic safety is inelastic, meaning no matter the cost the demand for "treatment" will not diminish and the anger and frustration will just increase, especially among parents of school-age children.

Lastly, I strongly suggest that the forward-facing communications refrain from using phrases and language that suggest a subjectivity in resident reports. (Exp: If they took the time to organize with their neighbors and hand in a petition with enough signatures, their concern is valid and real.)I have made some small tweaks that should still align with DPWs intent, but will raise less alarm.

Thank you for your consideration,
Bri Egan

DRAFT ACTION PLAN FOR ADDRESSING NEIGHBORHOOD SPEEDING & TRAFFIC ISSUES
TRAFFIC CALMING ACTION PLAN (TCAP)
March 2, 2026

It shall be the policy of the City of East Lansing, in consultation with the East Lansing Transportation Commission to use the following action plan and process to evaluate and develop recommendations for City Council to address speeding, non-resident traffic problems, and other traffic safety concerns on neighborhood streets. The Commission encourages residents with concerns involving these types of issues to use the procedures described herein.

Traffic calming measures are engineering tools that can be built or implemented to slow down or divert traffic in residential areas. Many of these measures can be implemented on a temporary or permanent basis. Traffic calming is intended to (?)helps to support the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort, reduce the likelihood of crashes and improve safety and mobility for residents. Potential traffic calming options are presented in the attached "Traffic Calming Options for Neighborhood Streets".

PROCESS:

1. Petition
2. Preliminary Evaluation and Discussion Meeting
3. Traffic/Safety Study and Evaluation
4. Develop Potential Mitigation Options
5. On-Site Meeting & Mitigation Plan Recommendations
6. Final Polling
7. Implementation
8. Post-Implementation Analysis

Step 1: Petition

On a form prescribed/supplied by the Department of Public Works, any resident or property owner may submit a petition written request for traffic calming with representation of at least 50% of the addresses along the street block or blocks where the traffic problem exists, or at least 20 addresses, whichever is less. The petition should include specific concerns as it relates to speeding and/or general non-resident traffic. Submission of a petition will initiate a review under the Action Plan for Addressing Neighborhood Speeding & Traffic Issues Calming Action Plan. Installation of traffic calming measures is not guaranteed and depends on a number of factors including, but not limited to, neighborhood support, evaluation results, and available funding.

Draft/Sample/Petition templates will be available for download at _____.

Step 2: Preliminary Review Evaluation and Discussion Meeting

Upon receipt of a petition written request, City staff will begin the preliminary evaluation of the petition to ensure the Action Plan is the appropriate process for the petitioner's concerns. This evaluation will include reviewing the request and may include follow-up with the petitioners – the validity of the concern. The followings items will be considered to determine if the petition qualifies and the request moves on to the next step:
the validity of the request:

Commented [1]: Should this say "City of East Lansing" because Council will also approve this?

Commented [2]: Should this say "City"?

Commented [3]: Note:
1. I have inserted the FHWA definition of traffic calming. Traffic calming's priority is not reducing crashes, unless you mean between cars and people. Its focus is on reducing automobile speeds or volumes, mainly through the use of physical measures, to improve the quality of life in both residential and commercial areas and increase the safety and comfort of walking and bicycling in your neighborhood.
2. Starting off right away with "likelihood of crashes" implies a high bar. Near misses every day is more... [1]

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Commented [5]: can this be placed in a footnote ... [3]

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Commented [6]: Note: What is being evaluated a ... [5]

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Formatted: ... [4]

- The request was submitted by a resident or property owner in the City of East Lansing, a recognized neighborhood organization; or a local school, or school organization (i.e. a PTA, School Board)
- The roadway is classified as a local street, as indicated on the National Functional Classification National Functional Classification maps.
- The roadway is owned and maintained by the City of East Lansing.

If the criteria listed above is missing or are not met, the City will notify the petitioner(s) submitter of the request.

If the location meets the criteria listed above, City Staff will conduct a meeting with petitioners, representatives of the Neighborhood Association or and other interested residents/property owners within the project area to discuss possible solutions and implementation hurdles in response to the petition and identified concerns. The city will work with the Neighborhood Association, if there is one for the location, to determine which properties are within the project areas. This discussion will also include information about if a previous study was conducted at this location and what the results were. The city will work with the Neighborhood Association, if there is one for the location, to determine which properties are within the project areas. Participants are encouraged to contribute ideas and provide input about potential solutions related to traffic calming.

Step 3: Traffic/Safety Study and Evaluation

City staff will conduct a review of the site that is informed by resident's lived experience and feedback, collect data, review past petitions and studies, and perform a traffic study to document determine the extent of the reported traffic problem. Collected data could include the following:

- **Cut-Through Traffic Study**
 - A Cut-Through Traffic Study evaluates whether a residential street is being used by non-local drivers as a shortcut between higher-classification roadways, resulting in traffic volumes, speeds, or turning movements inconsistent with the street's intended residential function.
 - The study is designed to determine whether:
 - a measurable portion of traffic is non-local,
 - diversion from nearby arterial or trunkline changes has altered neighborhood conditions,
 - current volumes or speeds exceed thresholds appropriate for NFC Classification of a residential street
 - Cut through mitigation measures are warranted
- Speed Study
 - A speed study may be completed to collect and record vehicle speeds. The percentage of vehicles that exceeded the posted speed limit will be documented, and the difference between the 85th percentile of speed and the posted speed shall be used to determine priority.
- Average Daily Traffic (ADT)
 - Daily traffic counts may be completed to determine the number and type of vehicles, pedestrians, and cyclists that travel through the study area on a typical day. Engineering judgement will be used to determine when traffic counts are scheduled, and will consider items such as school schedules, weather, days of the week, and special events.
- Non-Motorized Review
 - A review of the existing non-motorized facilities and their connectivity to destinations may be considered.
 - A review of access to transit stops and routes may be considered.
 - A review of Safe Routes to School routes may be considered.

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- Safety Analysis (additions taken from Tallahassee/ Leon County)
 - Proximity of affected area to a local schools
 - Other Pedestrian Generators
 - Whether there are sidewalks
 - Density, Calculated by dividing the number of residential units fronting the roadway by the length of the roadway in miles
 - A crash study may be performed to help identify crash patterns that could be mitigated by the installation of traffic calming devices. These crash patterns could include speed, failure to yield, or other crash patterns. The crash study may also include crashes and near-misses reported by residents where no crash or police report was taken but there may be evidence of an incident.
- Site Review
 - Additional items may be identified during the site review that could present safety concerns. These could include sight distance limitations, vegetation, improper signage, lighting conditions, or other items identified in the site review.

Step 4: Develop Potential Mitigation Options

City staff will then develop potential mitigation options based on:

- Resident/Property Owner Feedback
- Neighborhood Association Board Feedback
- Local school Feedback
- Police, Fire, and DPW Feedback
- Traffic/Safety Study and Evaluation
- Site Conditions & Utility Locations
- Engineering best practices consistent with federal Safe System commitments and pedestrian survivability guidance.

City staff and/or the Transportation Commission will work with the Police Department and Communications Department to discuss education and enforcement needs within the affected area.

Step 5: On-Site Meeting and Mitigation Plan Recommendations

This meeting will be held on-site or at an agreed upon location and will give attendees the opportunity to walk the project area with city staff to see the potential traffic calming/mitigation measures and to provide additional input. The goal is to allow all parties the opportunity to provide additional feedback on the preliminary plan and present any concerns still outstanding. After this meeting, city staff will finalize the recommendations.

Step 6: Final Polling

Each address in the project area, as determined under Step 2 above, and the Neighborhood Association Board if one exists will receive a copy of the final recommendations and have the opportunity to indicate their support or opposition to the plan by marking "YES" or "NO" on the-an attached polling card or through an electronic option. The Neighborhood Association Board must vote as a group and that vote counts as a single vote.

If greater than 50% of the polles sent out are returned and polles are marked as "YES", then the proposed plan will be forwarded to the Transportation Commission for consideration.

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If the returned polling fails to meet the above threshold 50% or greater of the returned polls are marked as "NO", the city will reach out to the Neighborhood Association Board and/or petitioner(s) to discuss next steps which may include returning to Step 5 of the process. If an agreeable solution cannot be identified, the petition and process will be presented to the Transportation Commission for discussion.

The City will score each approved project based on the scoring evaluation below to prioritize projects based on funding availability.

Evaluation			
Criteria	Range	Points	Score
Final Polling Support	< 50%	Does Not Qualify	
	50% - 75%	1	
	76% - 89%	2	
	> 90%	3	
Speed Limit Violators	< 15%	0	
	15 to 25%	3	
	> 25%	5	
Average Daily Traffic (ADT)	<= 150250 vpd	0	
	150251 to 500-300? vpd	1	
	3501 500to-750 vpd	2	
	501751 to 7001000 vpd	3	
	> 7011000 vpd	4	
Sidewalk	Sidewalks are present throughout the study area	0	
	Sidewalk present with significant gaps	1	
	No Sidewalk Present	2	
Crashes with Contributing Factors in Past 5 years ¹	No	0	
	Yes	3 each	
		Total Points	

¹ Engineering judgment should be used when evaluating crashes within the study area that are correctable with the implementation of traffic calming measures. Some crashes that could be excluded include animal crashes, alcohol/drugs, backing, or other crashes that would not be correctable with traffic calming measures.

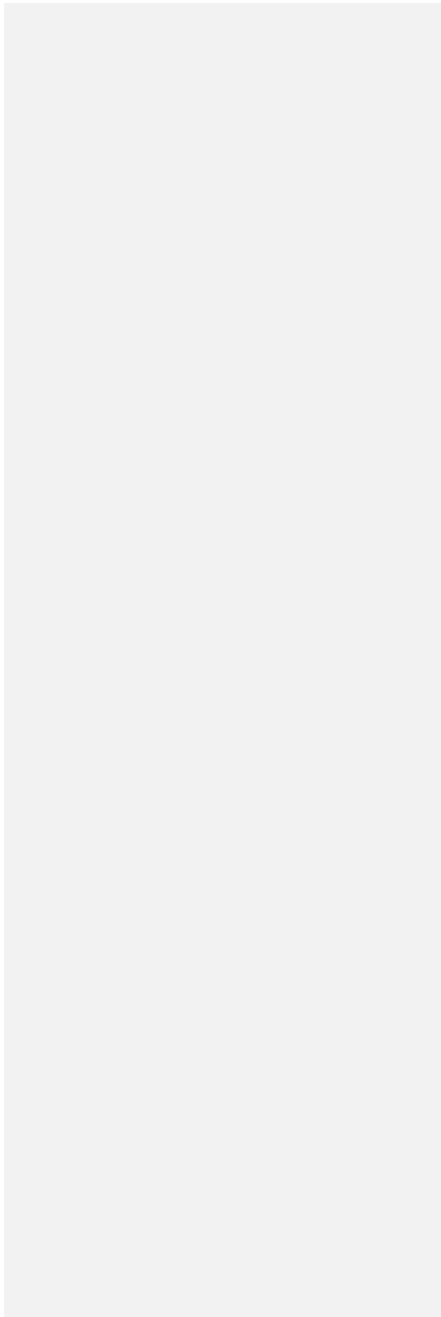
Step 7: Implementation

Once city council has approved the final plan and City funding has been secured, the proposed traffic calming measures will be implemented.

Step 8: Post-Implementation Analysis

After traffic calming measures are implemented, city staff may conduct a post-implementation assessment of their effectiveness.

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Note:

1. I have inserted the FHWA definition of traffic calming. Traffic calming's priority is not reducing crashes, unless you mean between cars and people. Its focus is on reducing automobile speeds or volumes, mainly through the use of physical measures, to improve the quality of life in both residential and commercial areas and increase the safety and comfort of walking and bicycling in your neighborhood.
2. Starting off right away with "likelihood of crashes" implies a high bar. Near misses every day is more likely to be the impetus of a request from a resident. If crashes are happening or very likely to happen again, one would hope DPW and ELPD would bring it forward and/or agree the neighborhood doesn't have sole responsibility for fixing the issue, or the crash data would warrant city initiation, not resident. Crash Data is an inappropriate barometer in proving a concern is valid and neighborhood traffic calming is needed.

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Note: (1)adding "preliminary evaluation" here creates the appearance of another "test" for the residents. How the petition is evaluated can be described in step 1, especially if you aren't going to make the process easier by using some for of electronic screening form (2) It's important that the city understands the issue as the residents experience it. I'm not saying they have to agree on the causes or solutions, but person-to-person, there has to be a shared understanding of the resident's reality. While it may be more time and energy upfront, it will save time, money, and goodwill overall and will reduce feedback loops.

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can this be placed in a footnote or in the opening paragraphs? Putting it here does not feel appropriate.

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Note: What is being evaluated and with what information? Has anyone spoken to the petitioner(s) yet or gone out to speak to them at the site? These are our community members, if a petition is submitted with enough support, it is a valid concern. Unless this phrase is meant the petitioners are experiencing mass hysteria? Refraining from using this type of language would go a long way with residents, and I know that is what we all want.

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please provide a link, regular non-traffic savvy people will not know what this is.

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Apologies, I don't understand. For the purpose of this petition, isn't this the same as the bullet above? I assume these are included to ensure the roads aren't qualified for "local road" dollars. If these are two different things wouldn't that mean the petitioner wasn't a resident? Ignore if I'm wrong.

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Consider putting this in step one, before they download the as instruction for the petition. Adding it here appears to install another barrier on top of the petition, and it should not be. If the petition is valid, and the location qualifies, the petition moves on to Step 2.

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This could stay in step 2 or move to 1

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Note: 1. It's perhaps ill-advised to pass over petitioners and meet with the neighborhood association first. 2. This meeting should be a discussion of possible solutions with city giving information about implementation hurdles so that residents are informed voters for the poll and to provide another opportunity to make sure that the city has all the feedback and information they need to craft an appropriate solution to test for.

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if this petition is submitted by residents and not the Neighborhood Association, why wouldn't the city just work with the petitioners and a map? This feels like a chance undermine the process, if you don't have a sympathetic Board president or majority. I also may not understand the process.

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If the NFC says a road isn't built or classified for arterial or mini-collector traffic, then traffic calming shouldn't take a back seat to collector or arterial traffic.

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If you live within a certain distance of the school the kids walk or bike, no bus. Except for Chesterfield Hills and Glencairn Elementary of course. The safety study should be consistent with federal Safe System commitments and pedestrian survivability guidance (specific to school population age).

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Each school within 1 mile of impact area is 5 points. Not to exceed 10 points. If there are more than two schools within 1 mile of impact area, the extras are added to "Other pedestrian generators" (below this bullet).

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5 points per pedestrian generator, including extra schools, parks, and playgrounds. Not to exceed 10 points.

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Sidewalk No sidewalk: 10 points. Sidewalk on one or both sides: 0 points.

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Calculated by dividing the number of residential units fronting the roadway by the length of the roadway in miles.

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would this include emphasizing the importance of contextual discretion? The State Traffic Commission is currently working on putting this into state guidance, so inclusion here would be

prudent and reflect modern practices.

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This feels like a lot of work for staff, but if it helps everyone get to a solution that brings relief, a successful poll, and fosters goodwill, then I think its a good idea.

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If the city will likely spend at least \$10k of tax dollars to install traffic calming measures, then it would be prudent to make sure that the money is going towards solutions they want that fix the issue they brought forward by petition

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"simple majority"? Or whatever is in the permit parking statute.

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This goes to what I mentioned in my email about more sensitive variables

Please add as criteria:

- *Cut Through Study* results:
less than 10% of total traffic=0

10-25% of total traffic=2

Greater than 25%=5

- Proximity to a local school: Each school within 1 mile of impact area is 5 points. Not to exceed 10 points. If there are more than two schools within 1 mile of impact area, the extras are added to "Other pedestrian generators" (below this bullet).

- Other Pedestrian Generators: 3 points per pedestrian generator, including extra schools, parks, and playgrounds. (Not to exceed 10 points).

- Density

**Community Based Organizations"Perhaps consider an extra opportunity for Letters of support from Neighborhood Associations, Condo Boards, School Board, PTAs etc. *

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Page 4: [117] Commented [BE30] **Brianna Egan** **3/13/2026 1:51:00 PM**

These are too high without correcting for short streets. Maybe use DVMT to quantify impact score? 150 was taken from Tallahassee, and is the qualifying "car trip" account for a petition. My math is probably off

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Page 4: [129] Commented [BE31] **Brianna Egan** **3/13/2026 2:28:00 PM**

From FWHA: urban Local roads expected AADT is 80 - 700, I guess you can calculate AADT from ADT but it is definitely not going to be anything over 700 aadt should be prioritized the most

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<https://rosap.ntl.bts.gov/view/dot/72430>

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Page 4: [149] Commented [33] **Stephen Clayton** **3/5/2026 11:57:00 AM**

Do we want to mention Transportation Commission here? Such as: "The Transportation Commission will be notified of the council approval and implementation schedule and any delays while securing the funds."

Page 4: [150] Commented [34] **Brianna Egan** **3/13/2026 7:15:00 AM**

There are other considerations for staff, ordering materials, other projects, staff capacity. If it's possible to not farmout all the work and keep the city expenditures in house we should do so correct? Should it just say "scheduled, based on priority scoring" or something like that?

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Stephen Clayton

From: Noah Vander Galien <vandergalien.n@gmail.com>
Sent: Wednesday, March 18, 2026 4:54 PM
To: Stephen Clayton
Subject: Re: Traffic Calming Action Plan Feedback

CAUTION: This message originated from an email address outside of the organization. Please use caution before clicking any links or responding. Verify that you know and trust this sender prior to proceeding.

Stephen, please find my feedback in-line below.

Noah T. Vander Galien
Cell- 517.290.8840
Email- vandergalien.n@gmail.com
<http://facebook.com/groups/bikefriendlyeastlansing>

On Mar 5, 2026, at 12:45 PM, Stephen Clayton <sclayton@cityofeastlansing.com> wrote:

Commissioners – in the interest of time, please see attached and list of questions below for the Neighborhood Speeding Action Plan. Your input is appreciated on these or any other thoughts you may have **by March 18th**. Hopefully this will streamline the process for April’s discussion.

For this feedback please respond to me individually, rather than cc’ing everyone collectively, so that we are not in violation of the open meetings act.

For the highlighted items we are requesting every commissioner to provide comments.

- **Title**
 - “Traffic Calming Action Plan” or “Neighborhood Action Plan for Speeding”?

I think that 'East Lansing Action Plan for Neighborhood Traffic' is the best title to indicate that it is a process that belongs to the City for the benefit of the citizens for the purposes of traffic related items generally.

-
- **Process**
 - Does the Commission agree with the overall process and details in each step?
- **Petition**
 - What %/# of properties need to sign before the city moves forward with the process?

- Funding and resources are limited. Engineering Department is 3 engineers with many demands. Some watermain and local sidewalk projects have already been delayed due to recent demands on staff time. A threshold should be required before staff spends significant time and taxpayer dollars investigating a perceived problem. Getting neighbors to see if others share their concerns, have different concerns, or can provide additional insight, allows an element of community engagement that is beneficial. If a resident cannot get some amount of neighborhood support, then the neighborhood is effectively telling the city focus taxpayer dollars on other issues.

25% or 5 houses, whichever is greater. This aligns with City of Lansing. Resource allocation is not a reason to gate-keep citizens from trying to make their streets safer.

-
- If there is one, should it be required that the Neighborhood Association also approve the petition?

Having the Neighborhood Association Board of Directors approve the petition should be a tool for residents to receive less % of properties to initiate the process. Adding this as a standalone requirement only adds more steps for those neighborhoods with an association and make the process easier for those without one.

-
- **Final Polling**
 - What % of polls sent out should be returned marked “YES” before the project moves forward to be considered by the Transportation Commission?

51%

-
- If there is one, should it be required that the Neighborhood Association approve the solution?

Having the Neighborhood Association Board of Directors approve the petition should be a tool for residents to receive less % of properties to initiate the process. Adding this as a standalone requirement only adds more steps for those neighborhoods with an association and make the process easier for those without one. It would be reasonable to require that a Neighborhood Association does not object to what is being proposed, but requiring explicit approval is extra work for residents.

- - We recommend that the minimum should be some amount greater than 50%. Moving forward means the city will likely spend at least \$10k of tax dollars to install traffic calming measures. At 51% approval, this means that only slightly more people like the solution than dislike the solution which is not a very successful result. 60% is a more common threshold in other communities.
 -
 - Evaluation – Does the Commission agree with the scoring for funding priority?

The time since a project was first brought up should be included in the priority. The current setup allows for a project to be overrode indefinitely to never be completed because higher scoring projects are

submitted afterwards. Eventually, those residents should get the project that they worked for.

o

Thank you,
Stephen Clayton

<East Lansing Traffic Calming Action Plan - RML Comments 3-4-26.docx>



Transportation Commission **AGENDA ITEM REPORT**

To: Transportation Commission
Subject: Discussion: Large Trucks blocking Transportation Lanes
Meeting: Transportation Commission - 06 Apr 2026
Department: Public Works
Staff Contact: Stephen Clayton, Engineering Administrator

ATTACHMENTS:

[processed-3233056C-934D-4339-809C-249AB2102F54](#)
[processed-11195754-1E10-427D-AAA1-5F06B07345CD](#)
[processed-944EAD99-BFD7-480D-8793-4A36F36EDADC](#)









Transportation Commission **AGENDA ITEM REPORT**

To: Transportation Commission
Subject: Opportunity to Provide Public Comment on Michigan Department of Transportation (MDOT) Strategic Highway Safety Plan (SHSP) and Vulnerable Road User Safety Assessment (VRUSA).
Meeting: Transportation Commission - 06 Apr 2026
Department: Public Works
Staff Contact: Stephen Clayton, Engineering Administrator

BACKGROUND INFORMATION:

From a Transportation Commissioner:

The Michigan Department of Transportation (MDOT) is updating the current Strategic Highway Safety Plan (SHSP) and the Vulnerable Road User Safety Assessment (VRUSA). These plans set the direction for improving transportation safety across the state. Our input will help identify key safety needs, priorities, and opportunities for Michigan's transportation future. In addition to the survey sent out, input on the SHSP and VRUSA can also be shared by email or U.S. mail to: MonsmaM@michigan.gov.

The public comment period has been extended to a new deadline of April 30th. A rough draft of a public comment letter is presented for the Commission's consideration. The public comment is also available to individual Commissioner's comments.

ATTACHMENTS:

[Draft Support Letter_TC](#)



CITY OF EAST LANSING

The Home of Michigan State University

April 7, 2026

Monica Monsma
MDOT Environmental Services Section
425 West Ottawa St.
P.O. Box 30050
Lansing, MI 48909

Re: Public Comment on Michigan's State Highway Safety Plan (SHSP) and Vulnerable Road User Safety Assessment (VRUSA)

To Whom it May Concern,

410 Abbot Road
East Lansing, MI 48823
(517) 337-1731
Fax (517) 337-1559
www.cityofeastlansing.com

The East Lansing Transportation Commission appreciates the opportunity to provide comments as part of MDOT's initiative to update the Strategic Highway Safety Plan (SHSP) and Vulnerable Road User Safety Assessment (VRUSA).

The Commission supports MDOT's commitment to applying a Safe System Approach (SSA) as these plans guide Michigan's transportation safety priorities and will be instrumental in achieving the state's long-term goal of Toward Zero Deaths by 2050. However, the commission urges MDOT to focus on the underlying conditions that lead to severe outcomes, and do more to fully align its policies with the requirements of an SSA.

Michigan must strengthen pedestrian and bicyclist safety by closing gaps in current law, advancing effective safety initiatives, and adopting best-practice roadway designs that support a connected, statewide non-motorized network. Achieving this requires aligning the State's speed-setting methodology with federal MUTCD guidance and Safe System principles, while prioritizing meaningful input from communities and local governments as their on-the-ground experience is essential to effective VRU-focused improvements

Observations on the Previous SHSP and VRUSA

In 2023, the VRUSA reported that while VRU crashes had declined in total since 2013, fatalities had not declined for bicyclists and had risen for pedestrians. Among all fatal and serious injury crashes, **pedestrians are overrepresented by almost 14 times**, while bicyclists are overrepresented by almost 6 times their share of total crashes.

Even though pedestrian deaths declined in 2024, those gains were erased the following year, as preliminary data shows it is likely that 2025 will see a double-digit increase in pedestrian fatalities, well above the national trend^[1]. We feel that this shows the need for stronger alignment between operating speeds, human injury tolerance, and roadway designs

that safely accommodates predictable human behavior, especially in pedestrian-rich corridors.

Below are some areas we feel could be improved upon:

- Most, if not all of the two dozen recommendations MDOT offered have been previously proposed and implemented, and some were not specifically related to VRUs; it's also not clear how some of the proposed strategies would affect VRU safety.
- SSA value statements are featured prominently in the introduction of the VRUSA, but later, there is a larger focus on non-SSA tactics, such as "education".
- Under a safe systems approach, the impact of a crash on the human body should not result in fatality or serious injury, and so road design and management should encourage safe speeds and manipulate appropriate crash angles to reduce injury severity. It is not clear from either document how SSA is influencing changes to MDOT's engineering approaches.
- We feel the SHSP presents crash data in a manner that emphasizes categorical groupings, such as pedestrian actions or driver behaviors, rather than clearly identifying and addressing underlying system conditions. This leads to strategies that target individual behaviors while leaving fundamental risk factors unaddressed. Examples include the plans:
 - o **Limited emphasis on speed as the defining factor in crash severity**
 - o **Distribution of pedestrian fatalities across locations (mid-block vs intersection):** The nearly equal distribution indicates that risk is systemic rather than tied to a single behavior and so this risk should be addressed through system design rather than an emphasis on pedestrian compliance.
 - o **Emphasis on behavioral categories over system conditions:** This framing can obscure the role of roadway design, speed, and exposure in producing severe outcomes across all categories.
 - o **Insufficient alignment between vulnerable road user risk and design response:** The plan does not consistently translate established VRU risk into design strategies that reduce exposure and conflict, such as increased crossing frequency, reduced lane widths, or lower target speeds in high-activity corridors.
 - o **Use of rural vs. urban comparisons to narrow the problem scope:** Although the disparity is significant, focusing on it alone overlooks that most fatalities occur on urban roads and that key risk factors span both rural and urban contexts. A Safe System approach demands system-wide changes, not geographically siloed efforts.

Recommendations:

A Safe System Approach's core expectations require a plan to:

- Design for human error (not perfect behavior)
- Control speed to survivable levels
- Prioritize system design over driver blame
- Focus on high-risk locations (like intersections)
- Protect vulnerable users (pedestrians, cyclists)
- Use data to target root causes, not categories

Taking these requirements into consideration, the Commission recommends MDOT's projects and strategies should address the changes needed to make VRU safety a key criteria in road project funding prioritization. This effort must include the identification of existing projects and strategies that are a barrier to improving VRU safety.

To that end, the commission feels that statutory changes are needed to align the State's use of the 85th percentile rule with federal MUTCD guidance as well as the SSA. Michigan's current methodology is in direct conflict with federal guidance and best practices and does not allow for VRU-focused improvements specific to community need. However, an immediate goal is to clarify how to apply existing professional discretion in VRU-sensitive corridors in ways consistent with public health and safety. This includes the extra considerations necessary in child-sensitive corridors. Our recommendation would be to focus on how we can integrate developmentally appropriate child and vulnerable-road user safety measures into current engineering discretion and practice.

410 Abbot Road
East Lansing, MI 48823

(517) 337-1731
Fax (517) 337-1559
www.cityofeastlansing.com

We also feel that MDOT should strengthen pedestrian and bicyclist safety statewide by identifying other inconsistencies or gaps in current law or guidance, recognizing and advancing successful and innovative safety initiatives that address underlying causes, and promoting best practices in the design and operation of transportation facilities, including network connectivity and non-motorized infrastructure across Michigan. These efforts collectively support, promote, and implement the Toward Zero Deaths National Strategy.

In closing, the East Lansing Transportation Commission urges MDOT to ensure that the updated SHSP and VRUSA fully reflect the core expectations of a Safe System Approach and meaningfully prioritize the safety of vulnerable road users. Michigan cannot achieve its Toward Zero Deaths goal without addressing the systemic conditions of speed, roadway design, and exposure that continue to produce severe outcomes across the state. Strengthening statutory alignment, clarifying the use of professional discretion in VRU-sensitive corridors, elevating design-based strategies over behavioral framing and prioritizing community-informed safety improvements are essential steps toward a safer transportation network for all Michiganders. We appreciate the opportunity to provide this input and look forward to continued collaboration as the State advances a more consistent, transparent, and safety-focused approach to roadway design and management.

Sincerely,

Commission Chair
East Lansing Transportation Commission



Transportation Commission
AGENDA ITEM REPORT

To: Transportation Commission
Subject: Crash Data Request
Meeting: Transportation Commission - 06 Apr 2026
Department: Public Works
Staff Contact: Stephen Clayton, Engineering Administrator

ATTACHMENTS:

[Pedestrian Quarterly](#)
[Bike Quarterly](#)

Pedestrian Quarterly

Created on April 3, 2026

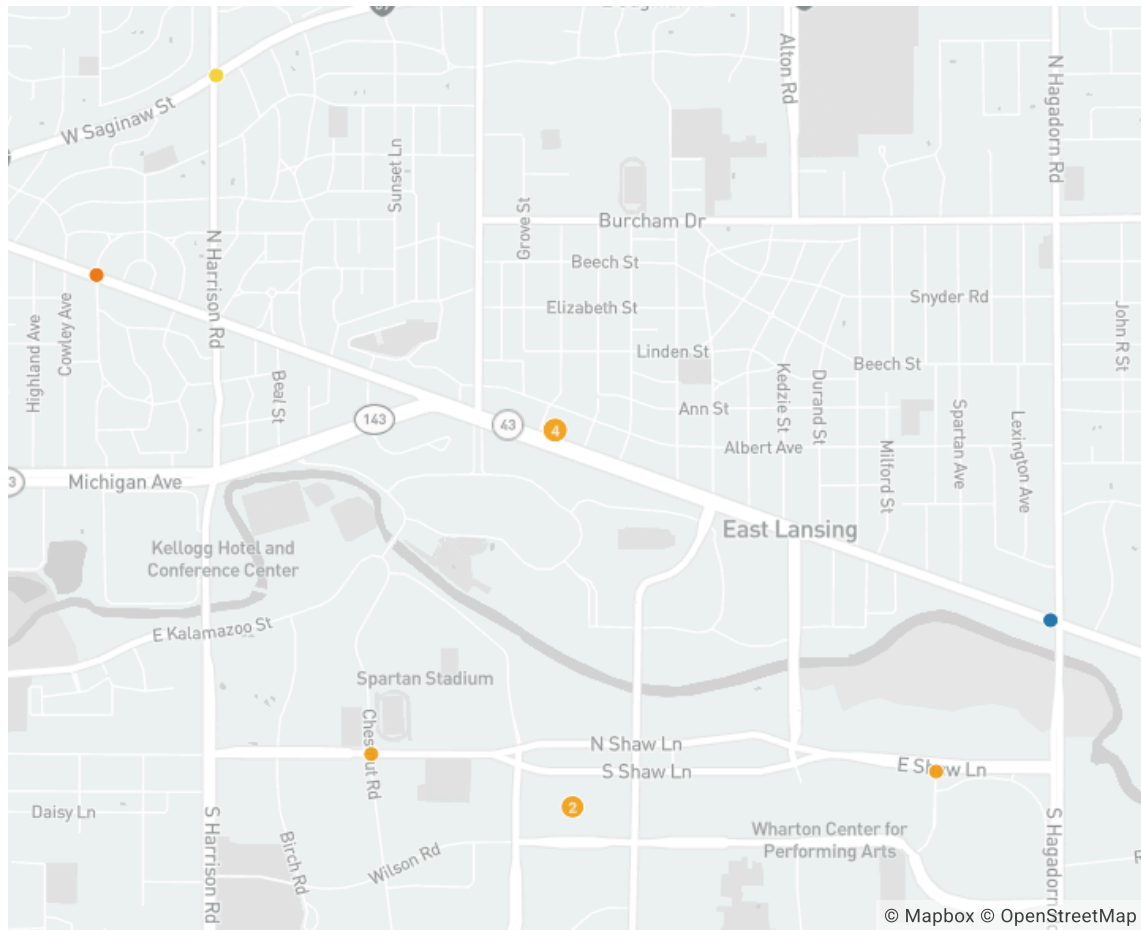
Created by Stephen Clayton

Data extents: January 1, 2026 to March 31, 2026



Applied Filters

Non-Traffic Crash Indicator = No City Township Name = East Lansing Pedestrian Involved = Yes



Total Crashes	11	Fatal Crashes	0
---------------	----	---------------	---

Summary	Crash Level	
Total Crashes	11	100.00%
Injury Crashes	10	90.91%
Property Damage Crashes	1	9.09%

+ 2 more	0	0%
----------	---	----

Injury Severity	People Level	
No Injury (O)	10	40.00%
Suspected Minor Injury (B)	7	28.00%
Possible Injury (C)	4	16.00%
Suspected Serious Injury (A)	1	4.00%
Fatal Injury (K)	0	0.00%

Injuries (People)	Crash Level	
No Injury (O)	9	81.82%
Suspected Minor Injury (B)	7	63.64%
Possible Injury (C)	4	36.36%
Suspected Serious Injury (A)	1	9.09%
Fatal Injury (K)	0	0.00%

Behavioral Countermeasures	Crash Level	
BC: Enforcement of GDL and Zero Tolerance Laws	1	9.09%
BC: High Visibility Saturation Patrol: Impairment	1	9.09%
BC: Youth Programs: Impairment	1	9.09%
+ 5 more	0	0%

Alcohol Involved	Crash Level	
No	10	90.91%
Yes	1	9.09%

Drug Involved	Crash Level	
No	11	100.00%
Yes	0	0.00%

Distracted Driver Involved	Crash Level	
No	11	100.00%
Yes	0	0.00%

Truck/Bus Involved	Crash Level	
No	11	100.00%
Yes	0	0.00%

Bicycle Involved	Crash Level	
------------------	-------------	--

No	11	100.00%
Yes	0	0.00%

Pedestrian Involved	Crash Level	
Yes	11	100.00%
No	0	0.00%

Motorcycle Involved	Crash Level	
No	11	100.00%
Yes	0	0.00%

Young Driver	Crash Level	
None	6	54.55%
Driver involved between age 18-20	4	36.36%
Driver involved between age 21-24	1	9.09%
+ 3 more	0	0%

Elderly Driver	Crash Level	
None	11	100.00%
+ 4 more	0	0%

Bike Quarterly

Created on April 3, 2026

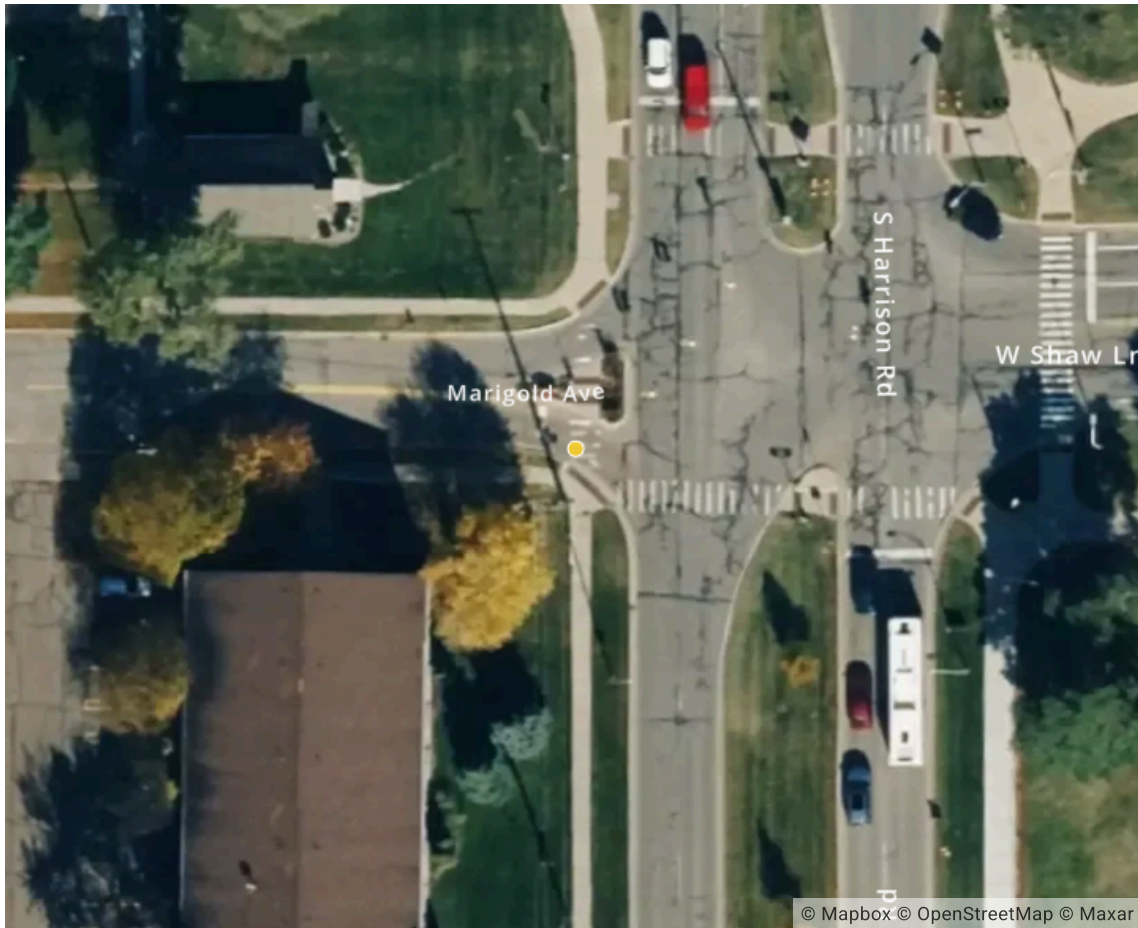
Created by Stephen Clayton

Data extents: January 1, 2026 to March 31, 2026



Applied Filters

=
 =
 =



Total Crashes	1	Fatal Crashes	0
---------------	---	---------------	---

Summary	Crash Level	
Injury Crashes	1	100.00%
Total Crashes	1	100.00%
+ 3 more	0	0%

Injury Severity	People Level	
No Injury (O)	1	50.00%
Possible Injury (C)	1	50.00%
+ 3 more	0	0%

Injuries (People)	Crash Level	
No Injury (O)	1	100.00%
Possible Injury (C)	1	100.00%
+ 3 more	0	0%

Behavioral Countermeasures	Crash Level	
BC: Bicycle Enforcement Strategies	1	100.00%
BC: Older Drivers	1	100.00%
+ 6 more	0	0%

Alcohol Involved	Crash Level	
No	1	100.00%
Yes	0	0.00%

Drug Involved	Crash Level	
No	1	100.00%
Yes	0	0.00%

Distracted Driver Involved	Crash Level	
No	1	100.00%
Yes	0	0.00%

Truck/Bus Involved	Crash Level	
No	1	100.00%
Yes	0	0.00%

Bicycle Involved	Crash Level	
Yes	1	100.00%
No	0	0.00%

Pedestrian Involved	Crash Level	
No	1	100.00%
Yes	0	0.00%

Motorcycle Involved	Crash Level	
No	1	100.00%
Yes	0	0.00%

Young Driver	Crash Level	
None	1	100.00%
+ 5 more	0	0%

Elderly Driver	Crash Level	
Driver involved between age 75-84	1	100.00%
+ 4 more	0	0%