



# COMPREHENSIVE PLAN UPDATE

Transportation, Infrastructure and Environmental Sustainability  
Steering Committee

## MEMBERS

**Chairperson**  
Sheryl Soczek

**Councilmember**  
Diane Goddeeris

Debra Alexander  
Cheryl Bartholic  
Jonathan Bromberg  
Brad Cassidy  
Nella Davis-Ray  
Elisha DeFrain  
Linda Hegstrom  
Jeff Hudgins  
John Kinch  
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## MEETING SYNOPSIS

**February 19, 2014, 7:00 p.m.**  
Hannah Center, Room 211  
819 Abbot Road

**Present:** Bromberg, Davis-Ray, Soczek, and Taylor

**Staff Members:** O'Connor, Scheuermann, T. Schmitt

### 1) OPENING

- A) Roll Call
- B) Approval of Agenda

### 2) ADA TRANSITION PLAN

Staff provided a copy of the ADA Transition Plan to the Committee in advance, as was requested. The Committee briefly discussed the plan and how it is used in future planning and budgeting efforts.

### 3) PARKING SYSTEM DISCUSSION

O'Connor discussed the parking system, specifically how it functions, how the City sets pricing, and challenges to the system moving forward. The committee discussed the existing system and the limitations it has, specifically the locations of parking and the tightening demand as new projects come on line. A few important points from the discussion:

- There needs to be a broader education campaign about the costs of downtown parking. People flow towards the surface lots, which are often the most expensive and the surface streets are the most likely location to be ticketed. The public needs to be more aware of the options on the costs downtown.
- There should be a broader education/adoption of downtown validation, as a way to get more people to visit the downtown.

### 4) VISUAL PREFERENCES

Staff provided the committee members with pictures of a variety of potential and existing road cross sections. The committee discussed what was appealing or

negative about each of them and what their preferences were. The committee (and other members that were unable to attend) reiterated their desire to see dedicated, separated bike lanes if possible. Bike highways, or at least physically buffered bike lanes on the street, should be considered where possible.

## **5) RIGHT OF WAY ACTIVITY**

The committee looked at standard City cross section widths (60 feet and 80 feet) and 'designed' their own road sections, based on the conversation. Strong emphasis was put on bike lanes, but ensuring vehicular circulation was paramount. The committee discussed the variety of things that all need to be located in the public right of way and that there is often not enough space to accommodate all the items the community wants.

For future meetings, the committee wanted to further discuss four way stops and how they could be converted to allow better bike flow, traffic calming, specifically on Burcham Avenue, and creating a pedestrian-only section of downtown, presumably on Albert Avenue.