

# Public Meeting

## M-43 Corridor Project

June 17, 2025



# Open House Stations

## Boards in Room #

1. Project Location
2. Project Objectives
3. Purpose and Need
4. Crash Data
5. Traffic Conditions
6. Alternative 1
7. Alternative 2
8. Evaluation of Alternatives
9. Schedule

## Alternative Roll Plots in Room #

1. Alternative 1: Indirect-Left
2. Alternative 2: J-Turn

# Project Team



## Presenters

**Dave Harrison**

MDOT Lansing Transportation Service Center  
Projects and Contracts Administrator

**Jason Whitten**

WSP Project Consultant



# Agenda

1. Project History
2. Schedule/Next Steps
3. Project Location
4. Purpose and Need
5. Crash Data
6. Traffic Conditions
7. Alternative 1
8. Alternative 2
9. Evaluation of Alternatives
10. Open House Stations



# Project Location and Existing Conditions



# Project History

- **Overview of Previous Operational Study**

- Project started with operational study in 2020
- Goal of operational study: Improve safety and traffic operations
- Operational study identified the boulevard J-turn concept (Alternative 1)
- Evaluated seven-lane roadway - Eliminated

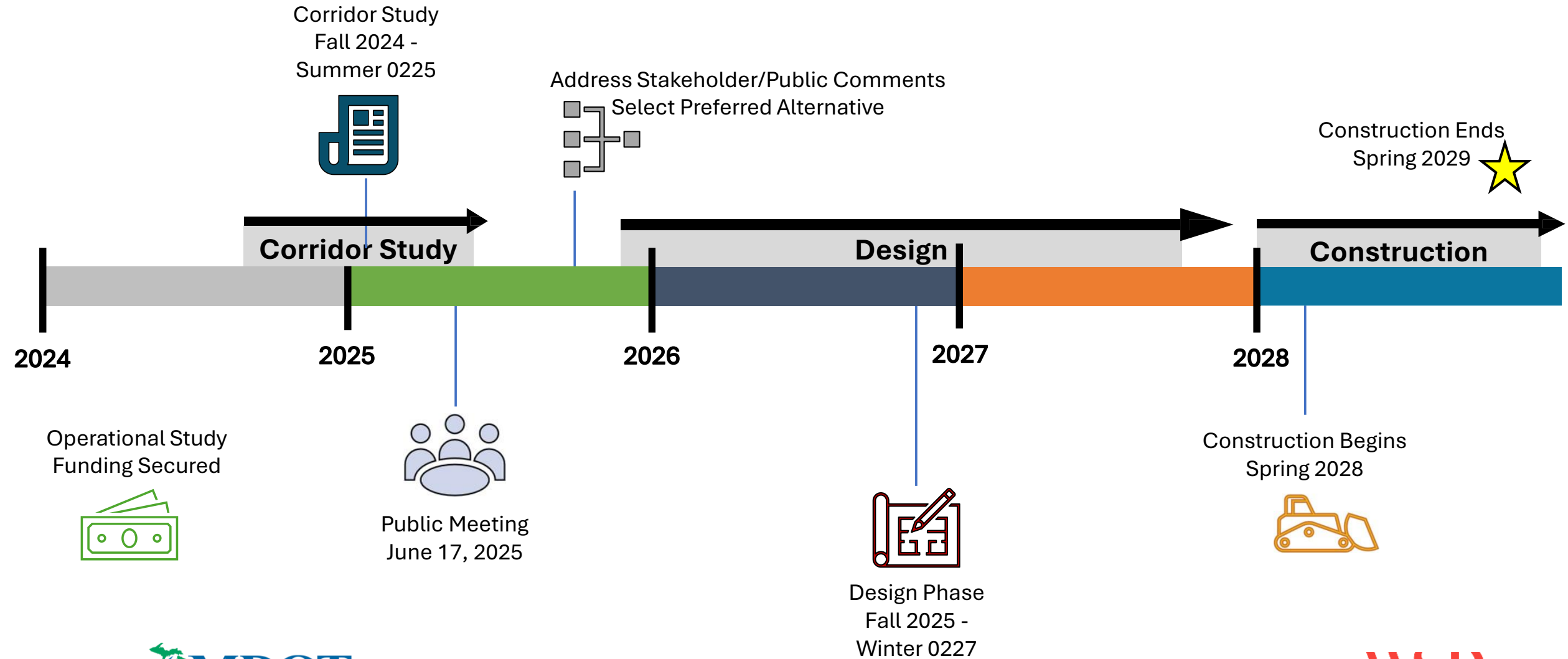
- **Funding**

- Funding is based on alternative identified in operational study
- Significant deviation from the concept could result in the project not being funded

- **Current Study**

- Collaborating with the township during the study phase
- Phase 1: Scoping/Corridor Study
  - Alternative Concepts ➡ Alternative Evaluation ➡ Selection of Preferred Alternative
    - Ongoing stakeholder and public engagement
- Phase 2: Design
  - Public meeting to be held
  - Maintenance of traffic (MOT), signs, lighting, pavement markings, landscaping, etc.

# Schedule and Next Steps



# Purpose



Provide acceptable traffic operations to address existing and forecasted traffic demand along the corridor.



Improve safety for all modes of travel, passenger vehicles, trucks, transit, pedestrians and bicyclists throughout the corridor.



Improve access within the corridor for all users: passenger vehicles, trucks, transit, pedestrians, and bicyclists.

# Need

- **Safety:** Crash data shows patterns of high crash frequency within this portion of the corridor. Many are congestion and driveway-related crashes.
- **Congestion:** Congestion is a persistent issue because the current road design and traffic control are at or beyond their capacity during peak hours.
- **Access:** The corridor has numerous closely spaced driveways, creating many conflict points and friction. At some driveways, motorists frequently violate left-turn restrictions, while at others, they use them as cut-throughs to avoid traffic signal delays.
- **Development:** Traffic demand is projected to increase as the corridor continues to develop.
- **Multimodal connectivity:** There is limited pedestrian, bicycle and transit connectivity within the study area.
- **Support local and regional plans**
- **Complement local community surroundings**

# Crash Heatmap

During the five-year study period, a total of 591 reported crashes occurred along M-43.

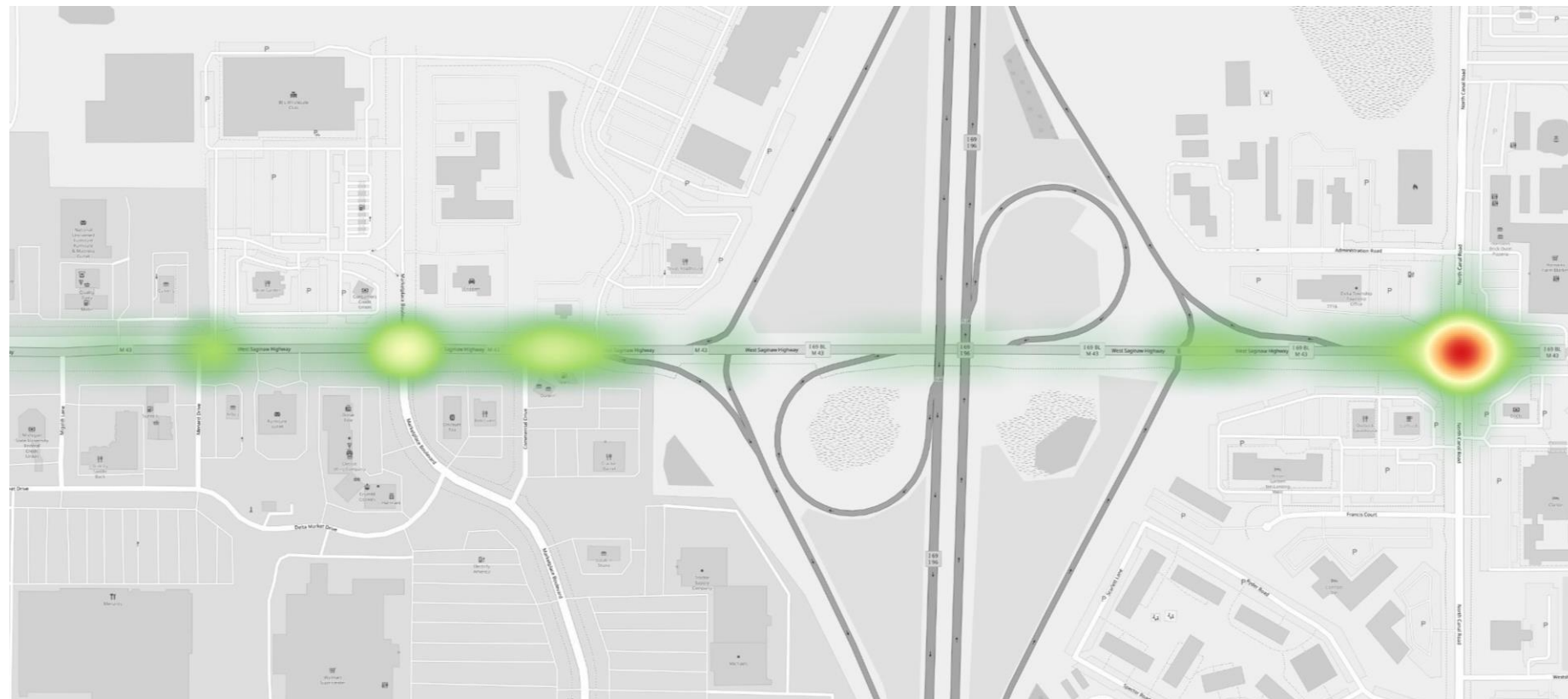
Heavy crash concentration from Migaldi Lane to I-69/I-96 ramps (230 crashes) and at the Canal Road intersection (193 crashes).

58 percent rear-end crashes (most common).

17 percent of all crashes resulted in at least one injury.

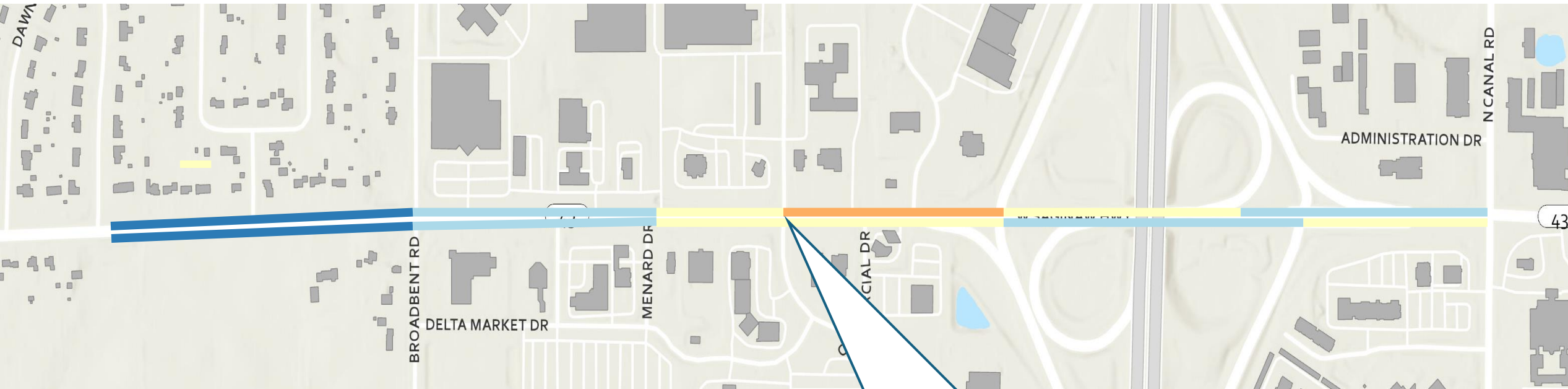
Six crashes involved pedestrians/bicyclists:

- One at Broadbent Road
- Four at Canal Road



# 2025 Existing Traffic Operations

(Midday Saturday)

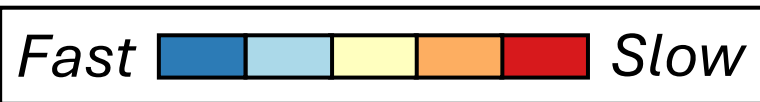
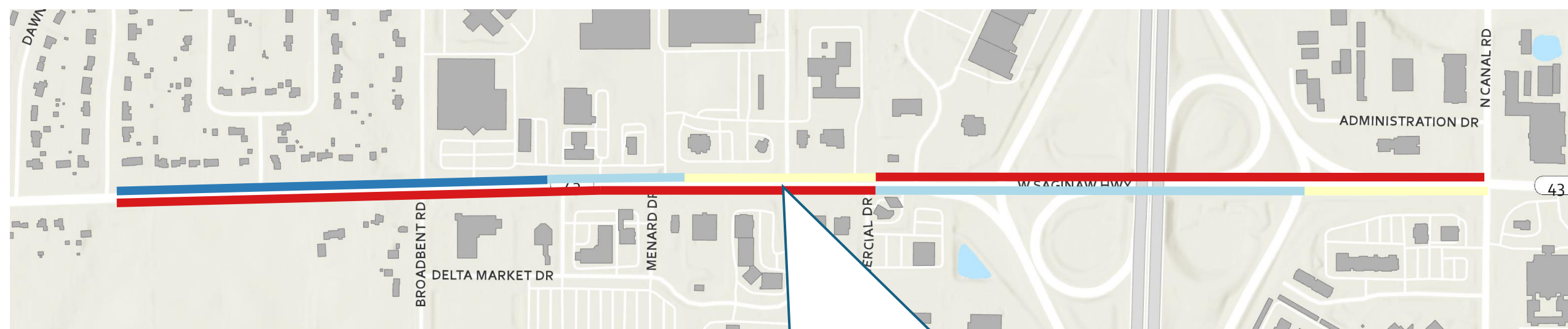


**Marketplace Boulevard  
intersection:**

Delay estimated at  
**42 seconds**

# 2048 No Build Traffic Operations

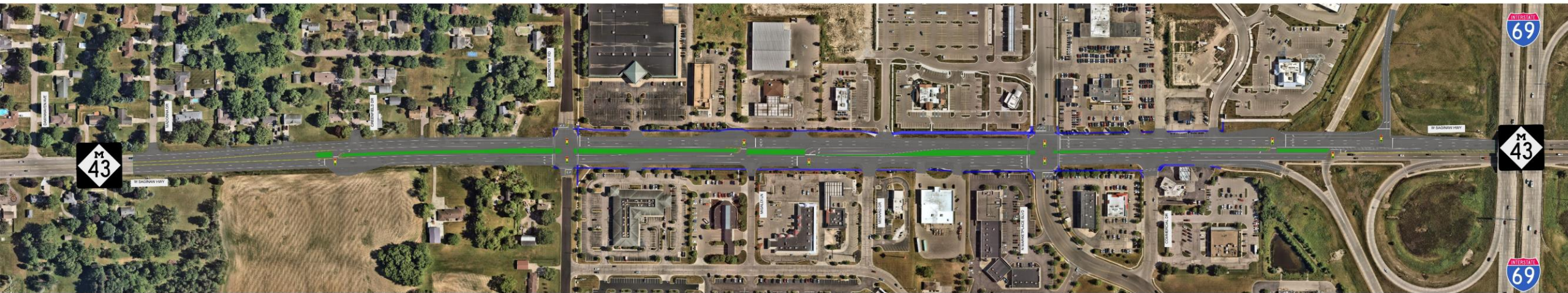
(Midday Saturday)



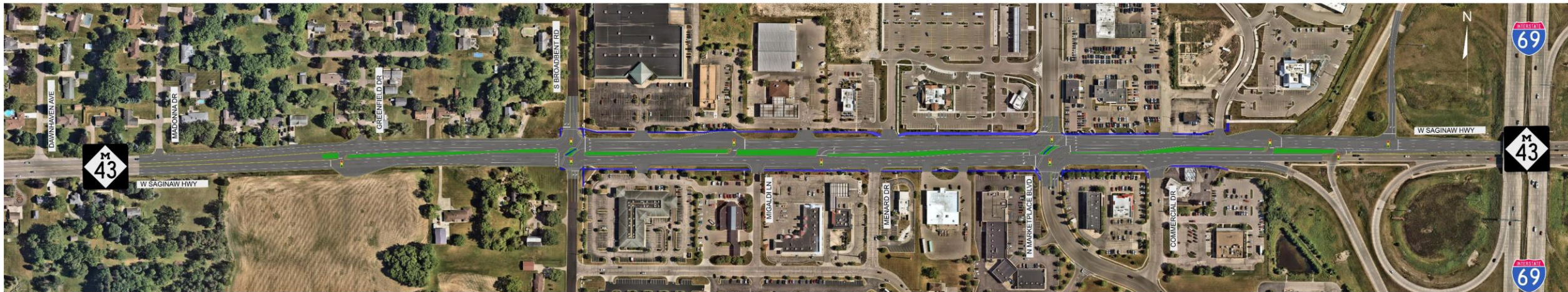
**Marketplace Boulevard  
intersection:**

Delay estimated at **159**  
seconds, **117-second** increase  
over 2025 existing conditions

# Alternative 1 - Boulevard Indirect Lefts



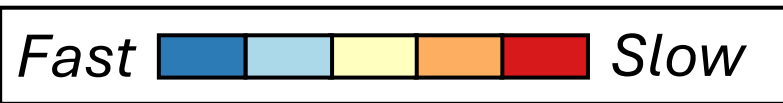
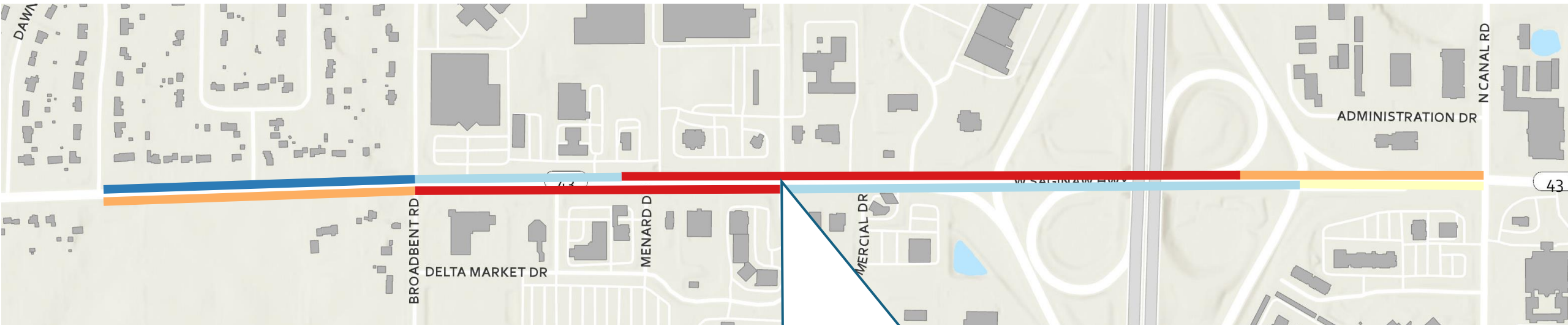
# Alternative 2 - Boulevard J-Turn



# 2048 Traffic Operations

## Alternative 1: Indirect Left

(Midday Saturday)



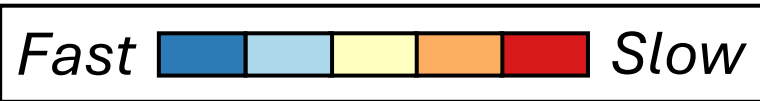
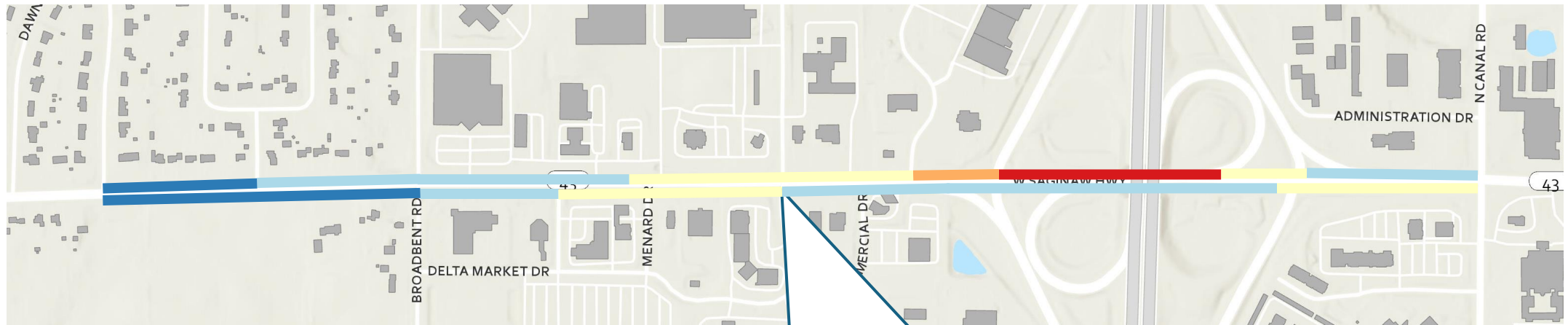
### Marketplace Boulevard intersection:

Delay estimated at **137**  
seconds, **14 percent** less than  
Future No-Build

# 2048 Traffic Operations

## Alternative 2: J-Turn

(Midday Saturday)



**Marketplace Boulevard  
intersection:**  
Delay estimated at **118**  
seconds, **26 percent** less than  
Future No-Build

# Alternatives Analysis

Evaluation Criteria (Future 2048)		Range	No Build	Alternative 1 Indirect Lefts	Alternative 2 J-Turn
Purpose and Need					
1. Improve Congestion	Traffic operations are efficient, with acceptable levels of service leading to reduced traffic delay/improved travel times	best / better / no change / worse	WORSE	BETTER	BETTER
	Accommodate Corridor Growth- Incorporates the needs of growing traffic as a result of commercial development	best / better / no change / worse	WORSE	BETTER	BETTER
	Accommodates Saturday peak business hour	best / better / no change / worse	WORSE	BETTER	BEST
2. Access Management	Left-turn restriction violations have the potential to be reduced	best / better / no change / worse	WORSE	BETTER	BETTER
	Provides truck access to Marketplace	best / better / no change / worse	NO CHANGE	WORSE	NO CHANGE
	Provides North/South Connectivity at Broadbent and Marketplace	best / better / no change / worse	NO CHANGE	BEST	WORSE
	Provides direct access to businesses	yes / no	YES	NO	NO
3. Address safety for all travelers	Potential to reduce roadway and driveway collisions	high / med / low	LOW	MEDIUM	MEDIUM
	Alternative improves safety for people who walk, bike, and roll	best / better / no change / worse	NO CHANGE	BETTER	BEST
4. Multimodal Connectivity	Opportunity for Improved transit amenities	yes / minor / no	NO	MINOR	MINOR
	Design elements to accommodate non-motorized facilities	high / med / low	LOW	MEDIUM	MEDIUM
Other Factors					
5. Set a corridor vision	The alternative is consistent with township plans	yes / no	NO	YES	YES
	Opportunities to incorporate placemaking (improved sidewalks, landscaping, streetscaping, multimodal improvements)	high / med / low	LOW	MEDIUM	MEDIUM
6. Social, Economic, Environmental Impacts	Environmental Impacts: Degree to which the alternative potentially impacts surrounding environmental resources	high / med / low / no change	NO CHANGE	LOW	LOW
	Alternative requires right-of-way acquisition	yes / no	NO	YES	YES
7. Construction, Cost	Ongoing maintenance costs associated with project	high / med / low	LOW	MEDIUM	MEDIUM
	Alternative meets requirements of program funding source	yes / no	NO	YES	YES
	Construction impacts to businesses and residences caused by the project	high / med / low / no impact	NO IMPACT	MEDIUM	MEDIUM

**TOTAL SCORE**

**5.5**

**13.5**

**15**