

LANSING METRO AREA REPORT CARD

TRIP has assigned the following letter grades to the components comprising the Lansing metro area highway system.

	GRADE	COMMENT
Roads	F	<i>In 2004 (the latest year for which data is available), 21 percent of major roads in the Lansing metro area were rated in poor condition and an additional 28 percent were in mediocre condition. TRIP has provided a list of heavily traveled roads in the Lansing area that have significant deterioration and are in need of repair.</i>
Bridges	D-	<i>One-third of bridges (20 feet or longer) in the Lansing area are in substandard condition. Fifteen percent of bridges in the Lansing area are rated as structurally deficient and 18 percent are functionally obsolete. TRIP has provided a list of the most structurally deficient, heavily traveled bridges in the Lansing area.</i>
Congestion	B	<i>Approximately 11 percent of urban arterial roads in the Lansing area are considered congested because they often experience rush hour delays. With a 25 percent increase in vehicle travel anticipated in the state by 2020, traffic congestion will likely worsen unless the state significantly improves its transportation system. TRIP has provided a list of the sections of roadway in the Lansing area that experience the highest level of traffic congestion.</i>
Safety	C	<i>The Lansing area has a traffic fatality rate of 10 fatalities per 100,000 people, lower than the statewide average of 12.8 fatalities per 100,000 population and the national rate of 14.5 fatalities per 100,000 population. Over the last five years, the Lansing area has averaged approximately 45 traffic fatalities per year. Roadway safety features such as widened lanes, added or improved medians, improved intersection design, paved shoulders and added rumble strips, where appropriate, can reduce traffic fatalities and serious accidents.</i>

ROADS

Pavement conditions on Lansing’s major roads are below desirable standards, with 21 percent of roads in the Lansing metro area in poor condition.

- Twenty-one percent of Lansing’s major roads are rated in poor condition, and an additional 28 percent are in mediocre condition. This includes Interstates, highways, connecting urban arterials, and key urban streets that are maintained by state, county and municipal governments.
- Roads rated in poor condition often have significant rutting, potholes or other visible signs of deterioration. Roads in poor condition typically need to be resurfaced or reconstructed. Roads rated in mediocre condition may show signs of significant wear and may also have some visible pavement distress. Most pavements in mediocre condition can be repaired by resurfacing, but some may need more extensive reconstruction to return them to good condition.
- Thirty-five percent of Lansing’s major roads are in good condition. A desirable goal for state and local organizations that are responsible for road maintenance is to keep 75 percent of major roads in good condition.

The following is a list of 10 heavily traveled sections of road in the Lansing metro area that have significant deterioration and are in need of repair:

Route Name	County or Closest City	From	To	Length (Mi.)	Reason Work Needed	Average Daily Traffic
I-69	Shiawassee	Peacock Rd	Shaftsburg Rd	4.4	Poor Pavement	42,500
I-96	Ingham Co.	College Rd	Meridian Rd	6.2	Poor Pavement	50,500
M-36	Ingham Co.	US-127	Mason (E.City Limit)	3.1	Poor Pavement	13,200
Old US-27	Clinton Co.	I-69	Price Rd	7	Poor Pavement	14,200
I-69	Clinton Co.	I-96	US-127	8.6	Poor Pavement	33,700
I-96	Clinton Co.	M-43	Wacousta Rd	4	Poor Pavement	38,400
M-43	Ingham Co.	Michigan Ave	Bogue St	1.7	Rutting	30,700
M-99	Ingham Co.	Waverly Rd	Victor St	4.2	Poor Pavement	29,000
Main St/St. Joseph St	Ingham Co.	I-496	MLK Blvd	0.4	Poor Pavement	27,600
Old M-143	East Lansing	West City Limit	M-43	0.6	Poor Pavement	30,400

BRIDGES

One-third of bridges in the Lansing metro area are in substandard condition.

- Fifteen percent of bridges in the Lansing area are rated as structurally deficient, showing significant deterioration to decks and other major components.
- Eighteen percent of bridges in the Lansing area are functionally obsolete. These bridges no longer meet modern design standards for safety features such as lane widths or alignment with connecting roads or are no longer adequate for the volume of traffic being carried.

BRIDGE CONDITION	NUMBER OF BRIDGES	PERCENTAGE OF BRIDGES
Structurally Deficient	36	15%
Functionally Obsolete	45	18%
Total Deficient Bridges	81	33%
Total Number of Bridges	244	

- Bridge deficiencies have an impact on mobility and safety within the state. Restrictions on vehicle weight may cause many vehicles – especially emergency vehicles, commercial trucks, school buses and farm equipment – to use alternate routes to avoid these bridges.
- Narrow bridge lanes, inadequate clearances and poorly aligned bridge approaches reduce traffic safety. Redirected trips lengthen travel time, waste fuel and reduce the efficiency of the local economy.

The following is a list of the 10 most heavily traveled bridges in the Lansing metro area that are structurally deficient:

Route Carried	Closest City	Route or feature intersected	Ave. Daily Traffic	Year Built	Lanes
US-127	Lansing	Looking Glass River	34,000	1941	4
Hagadorn Road	East Lansing	Red Cedar River	27,600	1930	5
M-43 EB	Lansing	Grand River	27,000	1928	5
US-127	Lansing	CSX RR & WB I-96BL	23,000	1960	6
I-96 WB	Lansing	Conrail	21,000	1962	2
I-96 EB	Lansing	Conrail	21,000	1962	2
M-43 WB	Lansing	GTW RR	15,000	1930	4
I-96 WB	Lansing	Cedar Street	14,500	1963	3
SB I-496 TO EB 96	Lansing	I-96WB	12,000	1963	2
Dobie Road	East Lansing	Red Cedar River	11,200	1930	2

CONGESTION

Increases in vehicle travel in the Lansing area have led to rising levels of traffic congestion on the area's major roads and highways.

- Eleven percent of major highways and streets in the Lansing area are considered congested, carrying levels of traffic that often result in delays during peak hours.
- The region's major highways and streets are rated based on their level of service using the letter grades A, B, C, D, E or F. Roads rated D, E, or F are considered moderately to severely congested. The following is a definition of each level of service designation:

A	Free flow of traffic with operation of individual vehicles largely unaffected by presence of other vehicles
B	Stable flow of traffic with slight decline in freedom to maneuver
C	Stable flow of traffic, but vehicle operation is significantly affected by presence of other vehicles in traffic stream
D	Crowded roadway with some decline in speeds. Large number of vehicles restrict mobility and stable traffic flow
E	Unstable, slow traffic flow with virtually no gaps in traffic stream, subject to traffic flow breakdowns
F	Stop-and-go traffic with low speeds and little or poor maneuverability

The following is a list of major roadways in the Lansing area that have the greatest level of traffic congestion, based on level of service rating:

Route	From	To	Length (Mi.)	Level of Service	Average Daily Traffic	Lanes
US-127	Kalamazoo	Lake Lansing	2.2	E	30,875	4
I-96 BL	I-96	Bunker Hill	3.9	D,F	11,292	4-8
I-496	I-96	Waverly	8.4	D,E	30,319	4-6
M-43	I-96	Waverly	3.3	D	32,875	8

SAFETY

Improving safety features on the Lansing area's roads and highways would likely result in a decrease in traffic fatalities in the state. Roadway design is an important factor in approximately one-third of fatal and serious traffic accidents.

- The Lansing area has a traffic fatality rate of 10 fatalities per 100,000 population, lower than the statewide average of 12.8 fatalities per 100,000 population and lower than the national rate of 14.5 fatalities per 100,000 population. Between 2000 and 2004, the Lansing area averaged approximately 45 traffic fatalities per year.
- Highway improvements such as removing or shielding obstacles, adding or improving medians, wider lanes, wider and paved shoulders, upgrading roads from two lanes to four lanes and better road markings and traffic signals, where appropriate, can reduce traffic fatalities and accidents.

- The Federal Highway Administration has found that every \$100 million spent on needed highway safety improvements will result in 145 fewer traffic fatalities over a 10-year period.