



EAST LANSING, MI

TOTAL POPULATION

48579

POPULATION DENSITY

3601.1

TOTAL AREA (sq. miles)

13.5

OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

1

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	East Lansing
High Speed Roads with Bike Facilities	47%	0%
Total Bicycle Network Mileage to Total Road Network Mileage	51%	15%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	14%	5%
Bike Month and Bike to Work Events	VERY GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	NO
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	NO BICYCLE ADVISORY COMMITTEE
Bicycle-Friendly Laws & Ordinances	AVERAGE	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 89K	1 PER 486 K

CATEGORY SCORES

ENGINEERING <i>Bicycle network and connectivity</i>	5 / 10
EDUCATION <i>Motorist awareness and bicycling skills</i>	2 / 10
ENCOURAGEMENT <i>Mainstreaming bicycling culture</i>	3 / 10
ENFORCEMENT <i>Promoting safety and protecting bicyclists' rights</i>	2 / 10
EVALUATION & PLANNING <i>Setting targets and having a plan</i>	2 / 10

KEY OUTCOMES

	Average Silver	East Lansing
RIDERSHIP <i>Percentage of Commuters who bike</i>	2.8%	8.2%
SAFETY MEASURES CRASHES <i>Crashes per 10k bicycle commuters</i>	498	195
SAFETY MEASURES FATALITIES <i>Fatalities per 10k bicycle commuters</i>	8	0



KEY STEPS TO SILVER

- » East Lansing has many people choosing to bike to work despite relatively low scores in the 5 Es. This may indicate that there is a strong potential to improve the number of people biking by making investments in the 5 Es.
- » Your reported bicycle network showed that there are many low-speed streets without bicycle facilities. Develop a network of bike boulevards/neighborhood greenways to take advantage of these low-speed streets to encourage and optimize bicycle travel on low-stress corridors. Diverters, wayfinding, chicanes, and other treatments can be effective at reducing vehicle speeds and promoting the bicycle-oriented nature of a bike boulevard.
- » There are significant barriers for people biking between the Michigan State University campus and commercial areas in East



Lansing. Addressing these barriers could be a highly effective way of encouraging more people to bike and addressing bicycle safety.

- » Work with local bicycle groups and interested parents to develop and implement a Safe Routes to School program for all schools.
- » Increase the amount of staff time spent on improving conditions for people who bike and walk. Increasing staff may include appointing or hiring a full-time staff person committed to bicycling and walking-related activities.
- » Work with Michigan State University to implement a modern GPS-based bike share system that is open to students, citizens, and visitors.