



AGENDA
CHARTER TOWNSHIP OF MERIDIAN
TOWNSHIP BOARD – REGULAR MEETING
February 18, 2020 6:00 pm

1. CALL MEETING TO ORDER
 2. PLEDGE OF ALLEGIANCE/INTRODUCTIONS
 3. ROLL CALL
 4. PRESENTATION
 - A. Township Police Accreditation-Michigan Association of Chiefs of Police
 - B. Form Based Code
 5. CITIZENS ADDRESS AGENDA ITEMS AND NON-AGENDA ITEMS*
 6. TOWNSHIP MANAGER REPORT
 7. BOARD MEMBER REPORTS OF ACTIVITIES AND ANNOUNCEMENTS
 8. APPROVAL OF AGENDA
 9. CONSENT AGENDA
 - A. Communications
 - B. Minutes
 - (1) January 28, 2020 Joint Meeting
 - (2) February 4, 2020 Regular Meeting
 - C. Bills
 - D. CATA Hours
 - E. Brownfield Redevelopment Authority Appointment
 10. QUESTIONS FOR THE ATTORNEY
 11. HEARINGS (CANARY)
 12. ACTION ITEMS (PINK)
 - A. Woodward Way PILOT
 - B. Rezoning #19100 (Durow) 1259 Grand River Avenue RR and RRA to C-2
 - C. Community Resources Commission Appointment
 - D. Winter 2020 Study Session-Set a Date
 - E. Mixed Use Planned Unit Development #19034 (Hudson Senior Living) Pine Village
 - F. Special Use Permit #19181 (Hudson Senior Living) Pine Village
 13. BOARD DISCUSSION ITEMS (ORCHID)
 - A. Form Based Code
 - B. Jolly Road Proposed Conversion from 4 to 3 Lanes from Hagadorn to Dobie Road
 - C. Special Use Permit #19151 (Haslett Gallery)
 - D. Rezoning #19080 (Minerva Realty Capital LLC)
 14. COMMENTS FROM THE PUBLIC
 15. OTHER MATTERS AND BOARD MEMBER COMMENTS
 16. ADJOURNMENT
-

All comments limited to 3 minutes, unless prior approval for additional time for good cause is obtained from the Supervisor.
Appointment of Supervisor Pro Tem and/ or Temporary Clerk if necessary.

Individuals with disabilities requiring auxiliary aids or services should contact the Meridian Township Board by contacting:
Township Manager Frank L. Walsh, 5151 Marsh Road, Okemos, MI 48864 or 517.853.4258 - Ten Day Notice is Required.
Meeting Location: 5151 Marsh Road, Okemos, MI 48864 Township Hall



Meridian Climate Sustainability Report

January 2020



Newly installed “solar garden” will provide a stunning pollinator-friendly habitat in 2020

Meridian Climate Sustainability Report 2020

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Introduction

Meridian Township is a green community. Appreciation for the environment is revealed in its decades long commitment to its many natural areas, green spaces, rivers, lakes, trails, parks, and land preserves.

As climate change has risen as an environmental, economic, and health priority, Meridian has begun to respond. In 2007, Meridian Township joined over 1000 communities in signing the U.S. Mayors Climate Protection Agreement. In 2017, Trustees renewed this commitment by seeking to reduce greenhouse gas emissions by 80% or more by 2050. A Climate Sustainability Plan, which had been under development for several months, was adopted by reference in the Township Master Plan.

Progress on this plan was first reported in 2018. This report describes accomplishments in 2019 and opportunities for additional improvements in 2020. Much remains to be done. The Meridian Environmental Commission, Green Team, Energy Team, staff, and others invite your participation and suggestions as we move forward to address one of the greatest challenges and opportunities in this century.

We hope that reading this report inspires greater optimism, enthusiasm, ideas, participation, and collaboration. We look forward to comments and involvement as we move forward, understanding that each step we take can affect our individual and community well-being for generations to come.

This report includes a broad overview of progress on 18 Objectives and 86 action steps. These are divided in to 6 major areas and included opportunities to focus on in 2020.

Energy Efficiency

Major accomplishments in 2019 include an engineering study of the Municipal Building. This study is essential to updating the 40 year-old heating, ventilation, and air conditioning systems in the building. This upgrade will also improve comfort levels, provide energy cost savings, and reduce greenhouse gas emissions.

In addition, LED lighting has been installed in both interior and exterior locations including offices, filling bay, parking lot, and street lights. In addition, occupancy sensors have been installed.

Meridian remains a member of MAUI, Michigan Municipal Association of Utility Issues, which is representing municipalities in negotiations with Consumers Energy to secure the most efficient and affordable operation of Meridian's 2365 street lights.

Opportunities in 2020

Meridian will conduct energy audits on several more of its buildings in 2020. In addition, Meridian will utilize funding in its Revolving Energy Fund and Consumers Energy Incentives to support efficiency improvements. HVAC improvements have also been budgeted this year. Energy audits will reveals priorities for expenditures of Meridian's Revolving Energy Fund. A focus on no-cost improvements and fast payback items will help replenish the revolving energy fund. Meridian will also continue to promote energy efficiency through its Communications Department, HOMTV, the Green Gazette, newsletters, employee emails, and other venues.

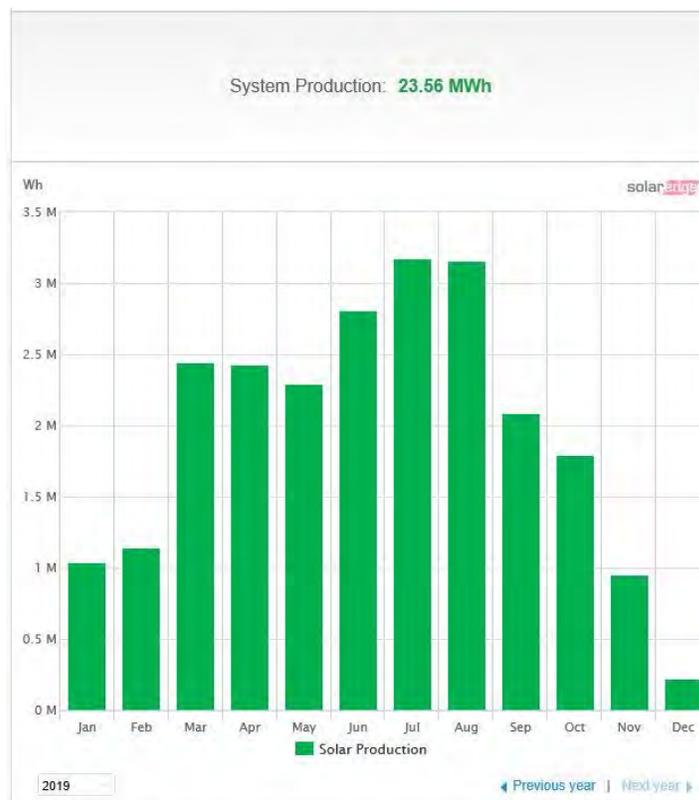
Renewable Energy

The Meridian Energy Team sponsored Solar Open Houses in June and October 2019. In June, four open houses reached 15 residents and in October, two open houses reached 54 persons. One of the October solar sites was the first solar installation at a condominium in the township. HOMTV helped with promotion of these open houses and produced a more in-depth story on one of the local homes featured in the Open Houses.

Meridian Township residents interested in purchasing a solar electric system usually have a lot of questions. Three Meridian Twp. residents have volunteered to be Solar Energy Advisors to assist fellow residents by either answering their questions by email or phone or by arranging a visit to their home to see their solar system and answer questions. None of the Solar Energy Advisors work for a solar company. A list of solar installers is also available.

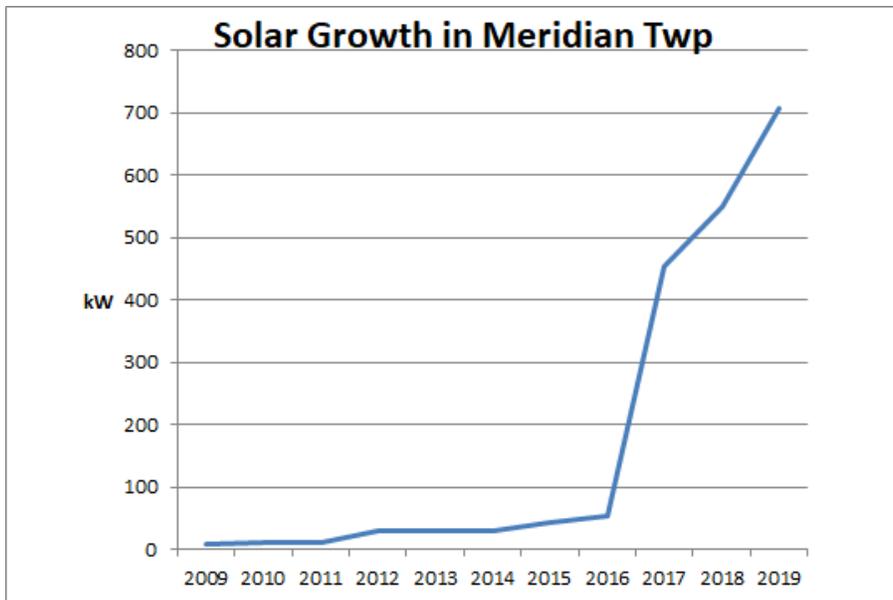
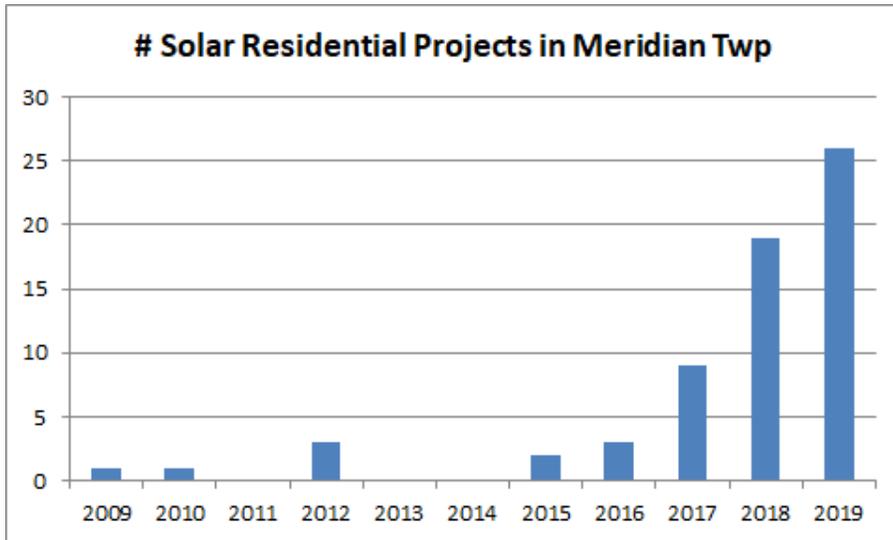
Meridian presented at the 2019 Michigan Sustainability Conference. A representative of the Energy shared details of Meridian Solar Meridian Pilot Project, PV array, Solar Garden and other accomplishments.

The Meridian Solar Array, installed in late 2018, has produced approximately 24 Megawatt-Hours (MWh) of electricity, representing 6.3 % of the current energy used at the Municipal Building in 2019. The chart below details production over 12 months (as of 12/13/19). In total, this equates to 40,600 lbs of CO2 emission saved, which is equivalent to planting over 1000 trees.



Historical and real-time solar energy production displayed at <http://bit.ly/solarmonitor> (downloaded 12/13/19)

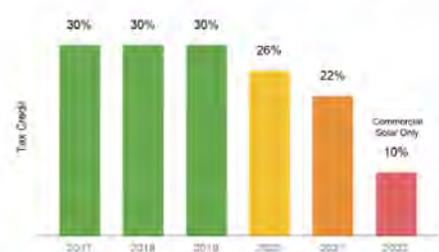
Meridian experienced substantial growth in the number of residential solar projects in 2019. This adds over 160 KW of renewable energy generating capacity bringing the Township total to approximately 700 KW.



Opportunities in 2020

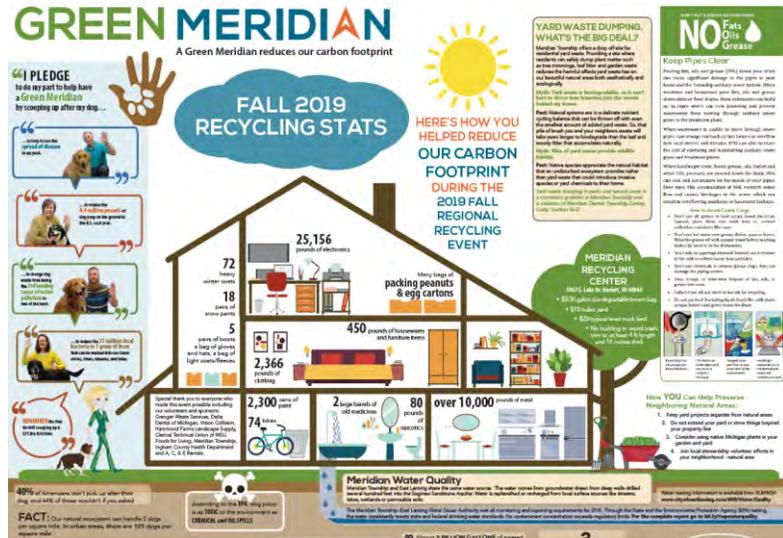
Meridian has budgeted for the installation of two 20 KW solar installations in 2020. In addition, the Meridian Energy Team hopes to “coach” several homeowners and businesses that are purchasing solar systems in 2020. Residential and commercial systems are currently eligible for a 26% Federal solar tax credit in 2020.

Solar Tax Credit Step Down Schedule



Recycling & Waste Reduction

Meridian Township saw more progress on recycling and waste reduction than in other categories. This is partly the result of the Meridian Green Team, an active group of concerned residents. The Green Team helped organize and implement two major recycling events in 2019 and has plans for two more in 2020.



2019 Events	Fall	Spring
Visitors	~600	758
Volunteers	92	95
Electronics (lbs)	25156	33085
Metal (lbs)	14300	22,330
Freon units (AC, fridge, etc.)	93	53
Paint (containers)	2,300	2,493
Peanuts - lg. bags	8	20
Egg Ctn - lg. bags	2.5	5
Household (trucks or trailer loads)	2	1.5
Bikes	74	85
Old Medicines (barrels)	2	NA

2019 saw an increase in volunteers, household items, bicycles, metal, foam peanuts, donations, and Freon-units (AC, dehumidifiers, etc.) over 2018. The amount of paint, electronics, egg cartons, charges, and visitors declined slightly. Several businesses co-sponsored our recycling events this year including Delta Dental, Granger Waste Services, Hammond Farms Landscape Supply, Vision Collision, Foods for Living, A,C, & E Rentals, Meijer, MSU Clerical Technical Union, Ingham County Health Department, and many local restaurants.

The Green Team continued to promote recycling. In addition to outreach to apartment owners and managers, volunteers staffed an information booth at the Farmers Market. Staff, the Green Team, and volunteers collaborated with HOMTV and other local and social media sites to distribute information about recycling and waste reduction. Examples include:

- Facebook Pages: Green Meridian Group, Green Meridian Page, Meridian Township,
- Meridian Township Website
- Prime Meridian Magazine
- The Regional Recycling Coordinators Committee
- Event Flyers
- Special Flyers (fats, oils, grease, wipes, etc.)
- Regional Recycling Brochure
- A Multi-Family Brochure
- Press Releases

- Recyclopedia
- Other related resources such as www.midmichrecycles.org, www.reclaimedbydesign.com, and www.grangernet.com/meridian-township-recycling

Meridian Township also collaborated with MSU, City of Lansing, City of East Lansing, and others on a regional recycling brochure to help students and others in our communities to understand and utilize recycling opportunities.

DROP OFF CENTERS
DISCOVER MORE DROP-OFF LOCATIONS AT MIDMICHRECYCLES.ORG

EAST LANSING
3850 East State Rd, East Lansing
www.cityofeastlansing.com/238/
Drop-Off-Recycling-Guide

LANSING
35535 Wood Rd (Dixie Hwy) No. 63
www.grangernet.com/dispocd-center-lansing
3337 South Cedar Street
www.lansingrecyclingcenter.com

MSU
488 Green Way, East Lansing
msuexpansion.com

CLINTON COUNTY
www.clinton-county.org/347/
Recycling-Services

MERIDIAN TOWNSHIP
5276 E. Lake Drive, Holt
reclaimedydesign.com

EATON COUNTY
www.eatoncounty.org/857/
Recycle-Centers

DELHI/HOLT
1488 Gravenburg Road, Holt
www.delhitownship.com/235/
Recycle-with-Delta

FOR MORE INFORMATION
Contact your local recycling office and visit midmichrecycles.org for more about what, when, where, and how to recycle. Also, ask about special events, newsletters, and educational opportunities.

- City of East Lansing 527.577.9453
- City of Lansing 527.483.4400
- Clinton County 789.234.9386
- Delhi Township 527.699.3854
- Eaton County 527.543.3666
- Ingham County 527.467.4142
- Meridian Township 527.953.4466
- MSU Surplus Store & Recycling Center 527.355.1723
- State of Michigan 800.692.5276

RECYCLING GUIDE
FOR A GREENER GREATER LANSING

WHERE CAN I RECYCLE?

RECYCLE CURBSIDE
Programs vary by community.

- Mixed paper - magazines, books, newspapers
- Mixed plastic bottles & jugs - clean, no Styrofoam or plastic, flimsy bags
- Tin cans & aluminum
- Corrugated cardboard & brown paper bags
- Boarded (cardboard boxes)
- Glass bottles & jars

Contact your local recycling office and waste hauler for details about curbside collection available in your area.

FREE CYCLE!
Is it still usable but you don't need it anymore? Use Craigslist.org, Let Go, Offer Up, Facebook Marketplace, eBay, and Freecycle.org!

Many communities offer safe places for online transactions. Contact your local municipality.

DONATE ITEMS

Salvation Army
2655 E. Grand River, East Lansing
salarmy.org 527.484.4424

Goodwill
3860 W. Grand River, Okemos
goodwill.com 527.347.3160

Volunteers of America
Support your local thrift shop!
voanet.org 248.845.0101

MSU Surplus Store and Recycling
488 Green Way, East Lansing
msuexpansion.com 527.355.1723

St. Vincent DePaul
1020 S. Washington Ave, Lansing
svpsusa.org 527.484.5395

APARTMENTS
Contact your property manager or recycling office to find out what programs, events, and drop-off locations are available or how to start one in your community.

BUY RECYCLED!
Support local thrift shops. Avoid non-recyclable packaging and products. Purchase items with recycled content or that can be composted or recycled easily.

SPARTANS RECYCLE
Find out more about MSU efforts to utilize waste as resources through its reuse and recycling programs. See recycle.msu.edu

WHAT CAN I RECYCLE?

HAZARDOUS WASTE
If possible, use it up or find someone that can, following instructions on the label. Ingham, Eaton, and Clinton County offer household hazardous waste collections. (See phone #s on back). Ask about special collection options and safe disposal.

PAINT AND MOTOR OIL
To recycle your paint, separate it into two groups: latex paint and oil-based paint. Never mix. Motor oil does not wear out, it just gets dirty, so recycling it saves a valuable resource. Contact your recycling office about paint and oil recycling (including cooking oil).

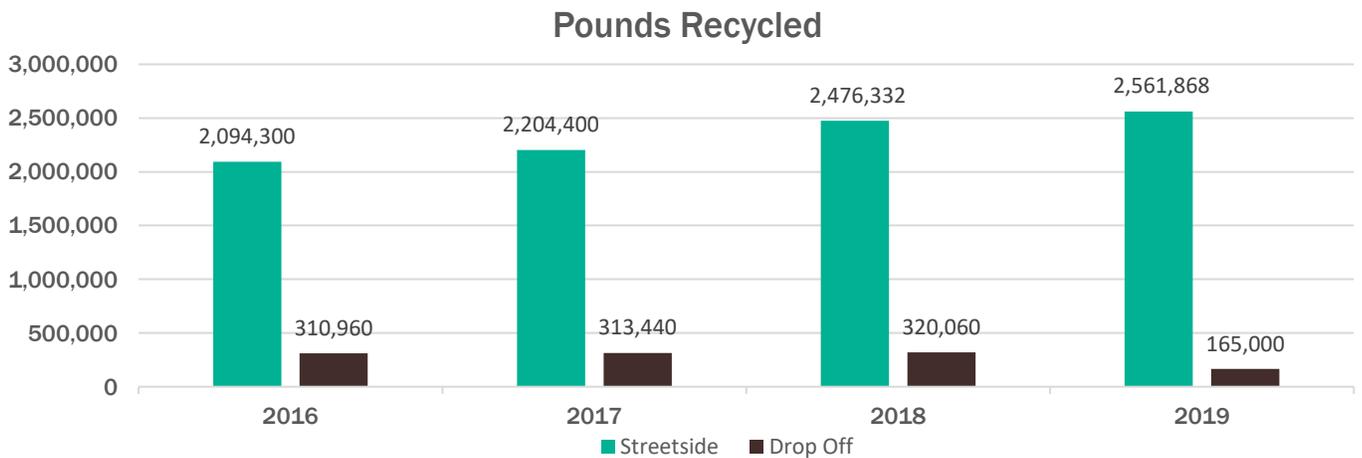
YARD WASTE
Yard waste does not belong in your trash. You can compost it, or your neighbors or close-by community gardens might be interested. Ask your hauler about curbside collection, drop-off compost centers and yard waste reduction and composting tips.

NOT DOWN THE DRAIN
Do not pour or flush cooking oil, medicines, or "wipes" down the drain! Ask your recycling office about cooking oil recycling and medicine collections.

RECYCLE RIGHT!
Follow instructions for proper recycling. Plastic bags, food waste, and non-recyclables can ruin entire loads of recyclables, ending up in landfills or incinerators. Go to recyclingaccions.org

Regional Recycling Coordinating Committee

Curbside Recycling continued to grow in 2019 with street-side residents recycled 85,536 more pounds than last year. Drop-off collected by Granger declined primarily due to use of other haulers and container service providers at the Recycling Center. The Recycling Center continued collection of a variety of recyclable materials, household trash, yard waste, and non-compacktable waste.



Transportation

Meridian Township voters passed both a road improvement and Redi-Ride millage in 2019. Resulting road improvements will have positive impacts by improving driver safety, improved vehicle mileage (smoother roads), and reduced wear and tear on vehicles. This road millage will also be used to enhance the Townships “Complete Streets” goals, creating a more walkable and bikable community. The Redi-Ride millage renewal will provide efficient transportation services for residents in the year to come. Working with Capital Area Transportation Authority (CATA), the Township has been able to increase the number of buses, expand the weekday hours to 7:30 a.m. and 6:30 p.m., and increase the service area to include locations outside the Township.

Significant pathway improvements were made in in 2019 including the Okemos Road Connector/Boardwalk which completes a major gap in our connected pathway system and a highly visible overlook of a protected wetland area. There has also been significant headway in the pathway connection to/from MSU and East Lansing.

Water Management/Green Infrastructure

Meridian’s “green amenities” remain a prime treasure to residents and visitors to the Township. Its trees, parks, land preservation properties, wetlands, trails, and other landscapes all improve the attractiveness and the environmental qualities of the community. This “green infrastructure” is gaining recognition, credibility, and importance as we seek to manage the impacts of climate change. According to the EPA, green infrastructure is an approach to stormwater management and climate resiliency which:

- Improves water quality and conserves water
- Strengthens the local economy
- Enhances community and infrastructure resiliency
- Uses plants, soils, and nature itself to manage stormwater and create healthier urban environments.
- Can reduce the need for expensive gray infrastructure—pipes, storage facilities, and treatment systems—because plants and soils soak up, store, and use the rainwater.
- Can help maintain a high quality of life through flood protection, cleaner air and water, and more appealing transportation corridors and outdoor spaces.

Meridian began a green infrastructure inventory in 2019, seeking to elevate awareness of various types of green infrastructure. Meridian also set aside resources in 2019 to create a tree planting initiative.

Meridian continues to devote significant staff resources to help reduce soil erosion and other negative environmental impacts on development and redevelopment projects. Meridian’s “Redevelopment-Ready” designation has helped facilitate redevelopment along major corridors and town centers, helping to reduce urban sprawl and balance the goals of development and environmental sustainability.

A Solar Garden installed in November 2019 now adorns the Meridian Municipal Complex. The garden was designed [Elements Studio](#) to communicate Meridian's commitment to

sustainability. The various groups of pollinator friendly plants interweave throughout the planting to communicate the interconnected complexity of climate. Plantings were chosen for aesthetics, drought tolerance, deer-resistance, self-seeding abilities, height, and potential for reducing mowing in other areas as well. Installation was completed by Richard Vontersch of [Luke Landscape Company](#) with assistance from Meridian's Water and Sewer Maintenance crew.



Other notable accomplishments in 2019 include the continuation of 10 community gardens. Nine of these included a partnership with the Greater Lansing Food Bank's Garden Project. These gardens provided growing space for 600 families and helped produce 48,000 pounds of food.

The "Hidden River Rain Garden" received several dozen news pollinator-friendly plants with assistance from the Mid-Michigan Environmental Action Council, local businesses, and volunteers from surrounding neighborhoods.

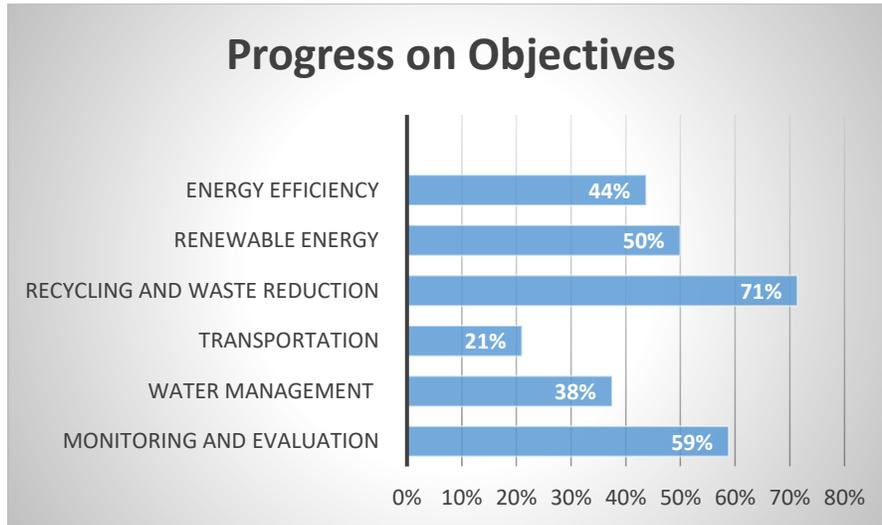


Meridian remains a partner in the East Lansing Meridian Water and Sewer Authority (ELMWSA). Significant renovations are underway which are boosting efficiency and reducing waste. ELMWSA is also considering a renewable energy project near its water treatment center.

Total water usage for 2019 in Municipal Buildings was 926,000 gallons, down from 1,006,000 gallons (8% reduction) in 2018. Township-wide consumption was 986,939,000 gallons, down from 1,043,828,000 gallons (5% reduction) in 2018.

Next Steps

While Meridian made substantial progress in 2019, much work remains to help reduce greenhouse gas emissions and the social and environmental costs of climate change. The chart below provides a snapshot of progress on the 86 action steps identified in the original Climate Sustainability Plan (2017). See the attachment below for list of objectives and action steps, including an assessment of progress.



The coming year provides many opportunities for improvement. The Environmental Commission (EC) goals include a focus on green infrastructure (including tree planting) and green building. The EC appreciates the support of the citizens, Energy Team, Green Team, staff, commissions, Township Board, and others in Meridian’s proactive approaches to climate change and welcomes new involvement and ideas in 2020. For questions or comments, please contact greenmeridian@meridian.mi.us or 517.853.4466.

Summary of Climate Action Measures

Actions receive a “1” if progress occurred, “0” if none occurred, and a “?” if unsure or under investigation.

a. Energy Efficiency		
Objective a.1: Achieve significant energy cost savings and carbon emission reductions in Township facilities.		
1. Implement recommendations from the Consumers Energy Building Performance with Energy Star Study including development and adoption of a Meridian Energy Policy.		1
2. Implement Phase II Energy Recommendations and HVAC Engineering Study and include major HVAC upgrades in Capital Improvement Plans.		1
3. Obtain Energy Star designation for township buildings where possible.		0
4. Use LEED Gold criteria or the equivalent for all projects undertaken by the Township. LEED criteria include measures related to energy efficiency, renewable energy, recycling and waste management, transportation, and water management.		0
5. Monitor energy savings and return 80% of savings to Revolving Energy Fund.		0
6. Budget funds for energy efficiency assessments a minimum of once every five years.		1
7. Address sustainability implications in proposals for capital improvements. Township Manager will consider criteria related to energy efficiency, renewable energy, waste management, transportation, and water management when developing a capital improvement plan.		1
Objective a.2: Explore other opportunities and partnerships to achieve energy savings.		
1. Identify and pursue State and Federal grant funding, pilot programs, and utility programs.		1
2. Further build partnerships such as Michigan Green Community Network, Clean Cities, Sustainability Forums, and expand collaboration with other local governments in our region.		1
3. Establish incentives to builders to exceed the energy efficiency provisions of the state building code.		0
4. Increase tree canopy throughout the township and especially in business areas to reduce cooling loads. Consider the potential for future solar energy installations when deciding placement of trees. Propose ordinance changes and provide incentives for existing businesses to upgrade their parking lots and landscaping to increase tree cover and shade to be energy efficient and environmentally friendly.		0
5. Create incentives for the use of white roofs or green roofs to reduce cooling loads.		0
6. Identify opportunities and remove barriers to support the construction of “tiny houses.”		?
7. Review parking requirements and provide incentives to reduce and remove asphalt.		?
Objective a.3: Provide educational opportunities for Township staff and residents about energy consumption, energy savings opportunities, and utility incentives.		
1. Improve delivery of information and data on energy consumption to building managers, Township staff, accounting/budgeting staff, and financial managers.		0
2. Provide Information to Township residents so they are aware of Township efforts and utility and other programs that can assist them.		1
		44%
b. Renewable Energy		
Objective b.1: Develop Township policies and procedures that encourage the use of renewable energy.		
1. Revise Township ordinances and procedures to ensure that they encourage energy conservation and the use of renewable energy.		1
2. Develop renewable energy and other practices that reduce greenhouse gas emissions that can be included in the list of amenities allowed in mixed use and commercial planned unit developments (PUDs).		?
Objective b.2: Increase the use of renewable energy at Township facilities.		
1. Obtain 50% of Township electricity from renewable energy by 2025 and 100% by 2035. The Township receives almost all of its electricity from Consumers Energy and indirectly will get 15% of its electricity from renewables due to the state Renewable Portfolio Standard (RPS) requiring the 15%.		0
2. Pursue the installation of solar electric systems at Township facilities by Dec. 31 2018. Identify and evaluate options to fund solar energy installations on Township facilities.		1
3. Participate in Community Solar or other green purchasing programs where possible.		1
4. Identify and seek grant funding for demonstrations of new renewable energy technologies.		0
5. Identify opportunities for non-grid connected applications like solar street lighting and solar lighting for signs.		0
6. Explore solar and other efficient back-up power options for Township facilities.		1
Objective b.3: Provide educational opportunities regarding renewable energy options and encourage the installation of renewable energy at private and public facilities throughout the Township.		
1. Obtain 25% of total community electric use from renewable energy resources by 2025. This includes the 15% due to Michigan’s Renewable Portfolio Standard (RPS) requirements.		0
2. Provide educational opportunities on current and proposed policies, programs and incentives that could help Township residents, businesses, and institutions utilize renewable energy.		1

3. Share information about funding and vendors with residents and business owners.	1
4. Provide incentives to developers to employ renewable energy in site plan and construction of new development. Identify and adopt incentives to encourage greater use of renewable energy, e.g. incentives for net zero homes or PV systems, elimination of permit fees for PV systems.	0
5. Collaborate with schools and other institutions on joint purchasing of renewable energy systems.	0
6. Inventory, highlight, and promote Meridian homes and businesses that feature net-zero, renewable, LEED, and related features.	1
	50%
c. Recycling and Waste Reduction	
Objective c.1: Increase recycling in owner-occupied dwelling units. Reduce the amount of materials sent to landfills by 10% in 5 years.	
1. Work with Granger and others to expand the use of 96 gallon carts and remove disincentives for recycling.	1
2. Evaluate having a single hauler in the township.	0
3. Launch a collaborative marketing and outreach program in the Township to promote existing recycling services and options.	1
4. Conduct regional education and promotion opportunities in collaboration with the Regional Recycling Coordinating Committee (R2C2), Local First of Mid-Michigan, and other neighborhoods, organizations, and partners.	1
Objective c.2: Expand recycling in multi-family housing, township departments, and in other commercial settings. Reduce the amount of materials sent to landfills by 10% in 5 years.	
1. Promote and expand current recycling efforts in multi-family housing.	1
2. Revise ordinances and policies as necessary to encourage recycling.	0
3. Provide technical assistance to managers and occupants of multi-family housing/apartments.	1
4. Implement a recycling campaign for all township departments.	1
Objective c.3: Offer community- and region-wide recycling events and other partnerships	
1. Partner with local business, schools, neighborhoods, governments, churches, and others to promote and offer recycling events.	1
2. Promote Ingham County household hazardous waste collections.	1
3. Explore collaborative processing and/or transfer of recyclables locally and/or in the region.	1
4. Identify and implement food, cooking oil/grease, composting, and related organic material recycling options.	0
5. Provide educational opportunities concerning the 5 R's: Refuse, Reduce, Reuse, Repurpose, & Recycle.	1
6. Consider a ban on plastic bags for single use purposes. Promote re-usable bags, bottles, etc.	0
	71%
d. Transportation	
Objective d.1: Encourage employee and citizen participation in Smart Commute competitions and encourage Township employees and citizens to be smart commuters year round.	
1. Continue to expand the bike and pedestrian pathways network throughout the Township.	1
2. Incentivize employee participation in Clean Commute competitions and encourage employees to be smart commuters year round.	0
3. Partner with Capital Area Transportation Authority and others to promote "Clean Commute" options and identify efficient paratransit and Redi-Ride efficiency improvements.	?
Objective d.2: Decrease the use of petroleum in the Township vehicle fleet.	
1. Choose the cleanest and most fuel-efficient vehicle that meets the department's needs.	?
2. Use electric or hybrid vehicles whenever possible.	0
3. Use efficient trip planning to reduce the use of fuel.	?
4. Conduct an efficiency inventory and audit of the Township vehicle fleet.	?
5. Adopt a fuel efficiency target for the Township vehicle fleet, including an implementation plan for reaching this target. The plan should incorporate vehicle efficiency and life cycle cost analysis as well as highlight opportunities for purchasing or converting vehicles to be more efficient.	0
6. Review and update the idling policy for the government fleet and/or a community-wide policy.	0
7. Identify and seek funding for alternative fuel vehicles and electric charging infrastructure.	?
Objective d.3: Use land-use planning to reduce vehicle miles traveled and petroleum use.	
1. Accelerate implementation of the Township's Complete Streets policy to ensure that entire roadways are designed and operated with all users in mind - including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities.	?
2. Use the Urban Services Boundary to reduce vehicle miles traveled and encourage infill and redevelopment.	?
3. Encourage cluster developments, mixed use and other compact residential choices closer to shopping, public transit and other services.	1
4. Offer fast tracking and technical assistance for sustainable developments.	?
Objective d.4: Provide educational opportunities on transportation alternatives that can reduce petroleum use.	
1. Provide educational opportunities concerning public transit, car sharing, smart commuting, and transportation-efficient communities.	?

2. Provide educational opportunities on biking, walking, and driving safely, especially around bikers and walkers.	1
3. Continue membership in and partnerships with Greater Lansing Area Clean Cities (http://michiganleancities.org) and providers of efficient vehicles, equipment, and fuels.	?
4. Provide web sites and apps that identify charging stations for electric vehicles. Identify funding and opportunities for electric car charging stations.	?
5. Promote the employee and volunteer bike-sharing program.	1
	21%
e. Water Management	
Objective e.1: Decrease water usage at Township facilities.	
1. Use building audits to determine which water fixtures to upgrade.	0
2. Amend purchasing policy to require that when purchasing or replacing new toilets only low flow fixtures will be purchased.	?
3. Install waterless urinals where appropriate.	?
4. Implement, as funds allow, a system to capture and use rainwater and gray water for turf and landscape irrigation at municipal facilities.	0
Objective e.2: Reduce storm water runoff.	
1. Partner with the Ingham County Drain Commissioner on reduction in storm water runoff.	1
2. Review and change policies as needed to accommodate expected changes in storm surges and extreme weather events.	?
3. Increase the number of street trees.	?
4. Use porous pavement, rain gardens, bioswales, riparian buffers, and retention ponds as appropriate. Use township parks and other properties to demonstrate these strategies.	1
5. Provide credits on water bills for rain barrels, porous pavement, and rain gardens.	?
6. Encourage projects that reuse storm water for irrigation purposes.	1
7. Discourage development within wetlands, floodplains, floodplain fringe areas, and water retention areas. Strengthen the Township wetlands ordinance in order to increase wetland acreage in the Township.	1
Objective e.3: Provide educational opportunities concerning water conservation and management.	
1. Use signs, brochures, and other outreach materials to describe why we conserve water and what the Township is doing to conserve water, alternatives to fertilizer use and how it affects stream ecosystems, drought resistant grasses, native plants, rain barrels, water efficient appliances such as low-flow toilets, and how one's water usage compares to a typical home's water usage.	1
2. Use media, web page, HOM-TV, public forums, and other means to encourage water conservation.	0
Objective e.4: Explore opportunities for water efficiency improvements within Meridian's water supply and sewage treatment systems.	
1. Work with East Lansing Sewage Treatment Plant and Lansing Board of Water and Light to identify ways to reduce water use and sewage.	?
2. As a member of the East Lansing Meridian Water & Sewer Authority, identify ways to reduce water use.	?
3. Review water safety and supply plans and strategies.	1
	38%
f. Monitoring and Evaluation	
Objective f. 1: Monitor greenhouse gas reductions and energy and cost savings and determine benefits to the community.	
1. Conduct a greenhouse gas inventory of the Township government operations.	0
2. An annual progress report will be prepared by township management on activities related to the Climate Sustainability Plan.	1
3. Evaluate cost-effective energy monitoring systems, software, assistance, and equipment including WeGoWise and Consumers Municipal Energy Efficiency Pilot and invest in monitoring equipment as needed	0
4. Prioritize top energy-using sites, buildings, and equipment for more frequent monitoring.	1
5. Explore opportunities with Consumers' E-Billing Program, smart metering, street lighting, and other pilot programs.	1
6. Calculate annual water, energy, and cost savings and reductions in greenhouse gases. Reporting metrics would make annual comparisons and include:	
1) Annual greenhouse gas reductions for municipal operations and the community (tons)	0
2) Annual municipal and community energy consumption (MBTU)	0
3) Annual energy and cost savings from energy improvements to municipal buildings (MBTU, \$)	1
4) Annual renewable energy generated from township facilities or purchases (kWh)	1
5) Annual renewable energy generation in the community (kWh)	1
6) Materials recycled communitywide (tons)	1
7) Number of participants recycling (#residents, #businesses)	1
8) Annual municipal water consumption (gallons)	1
9) Annual community water consumption (gallons)	1
10) Number of electric, electric hybrid, or alternative fuel vehicles in the township fleet	0
11) Annual fuel savings in the township fleet (gallons of petroleum-based fuel)	?
12) Percent sustainable commutes by mode type (%walked, %biked, % public transportation)	?
7. Objectives and strategies in this plan should be revisited every 5 years and a summary of accomplishments prepared.	
	59%

**CLERK'S OFFICE
BOARD COMMUNICATIONS
February 18, 2020**

**BOARD INFORMATION
(BI)**

From: [Emily Stivers](#)
To: [Board](#)
Subject: Downtown Haslett redevelopment
Date: Friday, January 31, 2020 11:15:12 AM

Dear Meridian Township Board of Trustees,

As County Commissioner representing most of Haslett, and a resident of the Wilkshire neighborhood very close to the area known as Downtown Haslett, I am writing to urge you to vote NO on the proposed redevelopment project that would replace our abandoned and blighted shopping center with senior housing. It's tempting to jump on the first offer we get, because the area has been so depressing for so long. But when the shopping center is finally redeveloped, I want it replaced by a vibrant downtown I can enjoy with my family, with shops and restaurants and a town square, and maybe some condos in the \$150-200k price range to attract young professionals and mid-lifers. I want amenities, shops and services that young people and families can enjoy, and to which they will be drawn, so kids from the nearby high school, for example, will have great hang-outs and safe gathering spaces.

After discussing this with many of my constituents, I believe we are on the same page in feeling we have enough housing for seniors in Haslett already, and we should hold out for a better proposal that meets more diverse community needs.

Thank you,
Emily Stivers

From: [Bukovac-Phelps, Janice](#)
To: [Board](#)
Subject: Concern
Date: Saturday, February 1, 2020 8:44:04 PM

I am very concerned about the change with regard to exiting out of the Spring Lake subdivision at Fairhills onto Jolly (by the side of Hiawatha). There is a hill there to the east and turning right onto Jolly you cannot see oncoming traffic until it is over the hill and almost upon you. The cars coming east are usually going 50-55 and pulling out in front of them is dangerous. At least currently there are two lanes and they can speed by the entering car... If they change it to one lane I imagine a lot of rear end accidents and angry drivers.... This isn't just a problem for residents but many parents park on Fairhills to pick up students... Also I see Mr. Will Conklin's comment that was sent out to us all in the Nextdoor site... copied below, which makes no sense...

"Between Alaiedon Parkway and Dobie Road, again there would be one through lane in each direction, the center left turn lane, and a right turn lane will be added at Summergate Drive for the Hiawatha School traffic."

First, Summergate is beyond Hiawatha. A right turn lane starting there would NOT go toward the school at all! Obviously they are in error... or not too smart, but so much for their research and plans....

And even if Mr. Conklin is incorrect, and as my neighbor Steve Vagnozzi has indicated to me that he is, it still does not address the right turn on Jolly off of Fairhills... those cars are coming at a good 55...

I head out to work in the early morning and if it weren't for the head lights, I would be in serious trouble! Your plan will put many in serious danger....

Jan Bukovac Phelps, Ph.D.
Department of Advertising + Public Relations
Communication Arts and Sciences Bldg.
404 Wilson Road, Room 325
East Lansing, MI 48824

Daria Forbes

Subject: RE: Haslett Village Square

From: jeremiah@shytoun.com <jeremiah@shytoun.com>
Sent: Monday, February 3, 2020 8:01 PM
To: Township Board <Townshipboard@meridian.mi.us>
Cc: Chris Buck <buck@meridian.mi.us>
Subject: Haslett Village Square

To The Board & All involved in the planning for Haslett Village Square:

As a taxpayer & resident in Haslett for the past 40 years & township resident for 50, I'm wondering what you have been doing for our community since we lost our grocery store more than 10 years ago, and with it most of the businesses in that development. And now I see this beautiful drawing of what you think we need, senior housing! Well guess what, we already have lots of seniors – problem is many of them do not drive, and have only the bus to get to a grocery store, especially difficult for those who are handicapped & were always able to get to the grocery store before, as many live in nearby apartments to the Village Square property. The proposal would also tear down the building that houses the few businesses already in the square!

We have seen new grocery stores added to the township during this period, but all have ended up in the same area & only available to Haslett residents who can drive – how is it we have been so neglected! You say we are “not a City or a Town, but a census-designated place”, whatever that is, doesn't seem to convey much respect. We are much more than that, if you take the time to notice. We are a community with a first class school system that many people move here for or choose via “Schools of Choice”, an award winning post office & library, a lake & nice parks. We are a walkable, bikable community with a lot of heart, BUT, we are a FOOD DESERT!

I understand we had an opportunity for a Horrocks, which would have been a really good fit for us, but seems that negotiations weren't handled very well. So with all the big box food stores added within the last few years it doesn't leave many options. So I am proposing a push for the one that isn't already here & is a destination grocery, Trader Joes. This is what will vitalize our Village Square & will bring in other businesses, not another Senior Housing development!

I have been looking at my recent tax bill, which seems to have sky-rocketed, and I don't see Haslett reaping many benefits – so discouraging! Please look at what our real needs are, not some fancy apartment building for seniors with a hope that new businesses will follow. Just look at all the mixed housing mushrooming in this wider community & look at all the empty retail spots!!!

Beth Hubbell



VIA ELECTRONIC MAIL

February 3, 2020

Meridian Township Board of Trustees
5151 Marsh Road
Okemos, MI 48864

Martin

RE: Haslett Village Square / Cypress Partners

Meridian Township Board of Trustees:

Van W. Martin,
CCIM, SIOR, CRE
President and CEO

As the managing partner of Haslett Village Square and a local 40-year real estate veteran, I have assessed the economic feasibility of how to increase the vibrancy at Haslett Village Square. After analyzing data and forecasting the potential viability of re-developing the entire parcel, the risk adjusted returns do not support the development of a singular multi-family/mixed-housing use plan for the entire site. Therefore, based upon projected absorption rates and increasingly positive dynamics in the area for different types of residential and commercial uses, what needs to be pursued to ensure a successful mixed-use development has led us to where we are today. Three distinct phases to alter the landscape of Haslett and the core of Meridian Township. The first phase with Cypress Partners developing "Pine Village" brings optimism to the area that signals the township board is willing to progress the economic capability in the area. Once Cypress Partners commences their independent living facility, it will provide the opportunity for the remaining parcels to be developed in an economically efficient manner. This supports sustainable growth through a more reasonable absorption model that fits growth projections in Haslett.

As a local resident of Meridian Township, I plan to the maximize the positive impact that can be viably developed in this region for this parcel of land. That plan includes Pine Village as the first step to the three-phase development. The second and third phase may include a mix of residential housing types and commercial space, creating a walkable integrated community. Entrusting a sole developer to fund the entire project is not realistic nor a probable path towards a successful future for Haslett Village Square any time soon.

I look forward to the Board supporting the recommendation to approve this project, signaling to other developers that Meridian Township is prepared to support economically viable projects that create positive change to enhance the Haslett area for all residents throughout the township and region.

1111 Michigan Ave, Ste 300
East Lansing, MI 48823

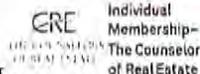
Office: 517 351-2200
Direct: 517 319-9262
Cell: 517 881-2021
Fax: 517 351-2999

van.martin@
martincommercial.com

Sincerely,

MARTIN COMMERCIAL PROPERTIES

Van W. Martin, CCIM, SIOR, CRE
President and CEO



Brett Dreyfus

From: Bethany B <bethanybeauchine@gmail.com>
Sent: Friday, February 7, 2020 9:36 PM
To: Board
Subject: Proposed Jolly Rd. project
Attachments: To Meridian Twp re Jolly rd.docx

Please see attached letter, text of which is included below for your convenience.

Meridian Township Transportation Commission
Meridian Township Board
5151 Marsh Rd.
Okemos, MI 48864

I drive the stretch of road between Meridian and Okemos at least eight times per week, on my way to or from work or from family who live in the area or from businesses near the intersection of Jolly and Okemos roads.

I am opposed to the proposed lane reductions on Jolly road.

I have lived at my current address on Meridian road for 20 years, which is almost due east of where I work in downtown Lansing. Since I can't actually go due west, I have to go either north or south to an east-west route. I have 3 basic options, Haslett road is 12.7 miles, Grand River to Mount Hope is 12.9 miles and Jolly to 96 to 496 is 16.7 miles – a third longer.

For years I automatically took Haslett road, but a few years ago I started pulling up Google Maps in the morning and evening before my commute, and was amazed when it kept routing me down Jolly road. Google wasn't wrong. It is actually faster every time, even with the usual slow-down on the expressway, to drive an extra third the distance. Every time.

Eliminating a lane will certainly reduce the efficiency of that stretch of road, but I'm not just opposed because it would slow up my commute. I believe it would actually be more dangerous because it would result in a near steady stream of vehicles, making it difficult to pull out of any side street or business or home driveway. I have observed this first hand on Haslett road east of Marsh. I've seen people use the turn lane to pass cars turning right, cars pull out in front of oncoming traffic – the constant row of cars apparently makes a 3 car-length gap seem like a reasonable opening. Traffic on the side streets backs up because cars can't get through the intersection. This same lane treatment is part of the reason it takes longer to drive 12 miles than it does 16. I'd suggest you survey any resident on that road and see how they like it – or maybe spend some time driving in or observing traffic there around elementary school pick-up or drop off time or morning or evening commute.

Jolly road and the Okemos intersection has repeatedly been under construction for one reason or another year after year, which cannot help but impact businesses in that area, and anything that makes it more difficult to enter or exit a business will have a lasting negative financial impact. Customers don't have the patience to deal with traffic, they'll go somewhere easier.

Lastly, as a voter and township resident every election cycle I hear about lack of resources, I fail to understand how this can possibly be a priority project with all the work that needs to be done

justifying the millage proposals put on the ballot. Meridian township is trying to go "green", so how about saving fossil fuel emissions (not to mention increasing efficiency) by timing traffic signals. Or consider making some of them smart signals so drivers don't have to sit at an empty intersection, burning gasoline waiting for a light to turn green. If all else fails I'm sure there are a few pot holes that could be filled.

Scant evidence of vehicle-on-vehicle accidents on the eastern portion of the proposed change has been presented. This seems to be a solution in search of a problem, and I urge you to just leave this stretch of road that is finally working, alone.

Thank you for your attention.

Bethany Beauchine.

Brett Dreyfus

From: Michele Fedorowicz <fedorowiczm@yahoo.com>
Sent: Saturday, February 8, 2020 8:44 PM
To: Board
Subject: Jolly Road

In total agreement and support with road diet plans!!! Please do it. I already see a problem traveling WB in AM on Jolly with new dealerships access points...lots of new conflicts need a left turn lane!!!

Sent from my iPhone

Gary Durow
1259 ½ W. Grand River
Okemos, Mi 48864

RECEIVED
FEB 12 2020

Meridian Township Board:

After the last Board meeting, I sat down with staff to try and give you peace about zoning the property located at 1259 W. Grand River commercial. We took all the higher density usage and applied them to the conditions I have offered. Not one of them failed the test to loosen the Boards control of any one of the possible higher density uses. I invite you, the Board of Meridian township, to help us see where we have failed.

To address one other comment made by one of board members was how to stop someone from tearing the buildings down and putting in a strip shopping center. The replacement appraisal on the commercial building is 1.3 million dollars, which is one of the reasons the insurance is so high. The location of the property, value of the buildings and the conditions that preclude those higher density usages, guarantees that you the Board of 2020 will oversee this property forever, far outliving your legacy on this Board.

I consulted the legal community and the real-estate community to see if they could help me by giving me ideas as to how I could give you more peace. They thought I was too generous, yet I gladly make this offer rather than have my legacy decay from lack of use. I assume you know if I stop using the building for 6 months or the building burns over 51 %, it can't be rebuilt. In both cases you have the right to eliminate my Grandfathered business use and I end up with a lifetime of nothing. After 64 years, I know of no one who is against the type of business I have had on this property, low density retail.

Brett Dreyfus

From: Carl Vogt <trailgfs@gmail.com>
Sent: Friday, February 14, 2020 1:45 PM
To: Board
Subject: ROAD DIET

Meridian Township Board

I would like to let you know about my feelings regarding the proposed road diet on Jolly road

I own a house on the south side of Jolly, East of Okemos road. 2035 Jolly rd.

I have attended the meeting at Alaiedon and the meeting at Meridian on January 23

And wanted to attend the follow up meeting at Meridian, but did not know that I had missed it.

I was looking for a notice in the Town Courier and the Lansing State Journal, And at the first meeting on 1/23 the chair had said the they would send out "email blasts" and I did sign up for that and to speak at that meeting. I saw nothing about a notice of the follow up meeting at Meridian. I am concerned about no notice in the legals.

At the Alaiedon meeting almost all of the public opposed the plan And the board did not like it either for the east side.

The majority of the accidents of the east of Okemos rd are with animals so changing the lanes won't help much with the accident rate.

I strongly oppose the proposed plan to change the lanes on Jolly both East and West, primarily the East side.

The accident rate was brought up at the Alaiedon meeting and apparently the rate is within the norm on the east side and some are with animals

I don't think that encouraging bike traffic on a busy road is such a good idea.

During home games the traffic is bad, and I can imagine the it will be a nightmare if the west side is reduced to one lane each way. The road board has stated that the proposed right turn lane at the high school could be used as a thru lane during home games. Will you have the police staffing and expense for that.

I feel that by doing the road diet will put all those that want to enter Jolly on the south side at greater risk. And if the goal is to reduce accident rate, there may well be unintended consequences with this proposed road diet.

Would it be wise to make the decision at a later date once the new dealership and the new Wayfair operation are established. We may need 4 lanes.

Thank You for your time

Carl Vogt

PROPOSED BOARD MINUTES

PROPOSED MOTION:

- (1) Move to approve and ratify the minutes of the Joint Meeting of Boards & Commissions of January 28, 2020 as submitted.**
- (2) Move to approve and ratify the minutes of the Regular Meeting of February 4, 2020 as submitted.**

ALTERNATE MOTION:

- (1) Move to approve and ratify the minutes of the January 28, 2020 Joint Meeting of Boards & Commissions with the following amendment(s):
[insert amendments]**
- (1) Move to approve and ratify the minutes of the February 4, 2020 Regular Meeting with the following amendment(s):
[insert amendments]**

CHARTER TOWNSHIP OF MERIDIAN
TOWNSHIP BOARD JOINT MEETING of BOARDS & COMMISSIONS **-DRAFT-**
5151 Marsh Road, Okemos MI 48864-1198
853-4000, Township Hall Room
TUESDAY, January 28, 2020 **6:00 pm.**

PRESENT: Supervisor Styka, Clerk Dreyfus, Treasurer Deschaine, Trustees Opsommer, Wisinski, Jackson

ABSENT: Trustee Sundland

STAFF: Township Manager Walsh, Director of Public Works Perry, Economic Development Director Buck, Community Planning Director Kieselbach, Information Technology Director Gebes, Assistant Police Chief Bach

BROWNFIELD REDEVELOPMENT AUTHORITY

PRESENT: Joyce Van Coevering

COMMUNICATIONS COMMISSION

PRESENT: Tunga Kiyak, Leslie Charles, Deborah Guthrie

COMMUNITY RESOURCES COMMISSION

PRESENT: Susan Brouse, Georgia Styka, Kimberly Maingu

CORRIDOR IMPROVEMENT AUTHORITY

PRESENT: Jeffery Ross, Chris Nugent, Eric Foster, Bruce Peffers

DOWNTOWN DEVELOPMENT AUTHORITY

PRESENT: Renee Korrey, Susan Fulk

ECONOMIC DEVELOPMENT CORPORATION

PRESENT: Kimberly Thompson

ENVIRONMENTAL COMMISSION

PRESENT: Kirk Lapham

MERIDIAN TOWNSHIP GARDEN CLUB

PRESENT: Georgia Styka

LAND PRESERVATION ADVISORY BOARD

PRESENT: Mark Stephens, Kirk Lapham, Steve Thomas

LOCAL OFFICIALS COMPENSATION COMMISSION

PRESENT: Amy Holda

PARK COMMISSION

PRESENT: Mark Stephens, Mary Nardo Farris, Ami Van Antwerp

PENSION BOARD

PRESENT: Joyce Van Coevering

PLANNING COMMISSION

PRESENT: Ken Lane, Peter Trezise, Scott Hendrickson, Alisande Shrewsbury, Bill McConnell

TRANSPORTATION COMMISSION

PRESENT: Steve Vagnozzi, Robert Lovell, Tim Potter

ZONING BOARD OF APPEALS

PRESENT: Alexia Mansour, Monique Field-Foster, Ken Lane, Courtney Wisinski

1. CALL MEETING TO ORDER

Supervisor Styka called the meeting to order at 6:02 pm.

2. PLEDGE OF ALLEGIANCE/INTRODUCTIONS

Supervisor Styka led the Pledge of Allegiance.

3. ROLL CALL

The Recording Secretary called the roll of the Board.

4. CITIZENS ADDRESS AGENDA ITEMS AND NON-AGENDA ITEMS

Supervisor Styka opened public remarks at 6:03 pm.

Supervisor Styka closed public remarks at 6:03 pm.

5. APPROVAL OF AGENDA

Trustee Jackson moved to approve the Agenda. Seconded by Clerk Dreyfus.

VOICE VOTE: Motion carried: 6 – 0

6. JOINT MEETING WITH TOWNSHIP BOARDS & COMMISSIONS

A. Presentation of 2019 Achievements

Township Manager Walsh presented on the 2019 Action Plan, and on the goals and objectives of the 2020 Action Plan.

B. Presentation of 2020 Goals

Boards and Commissions reported 2019 activities and goals for 2020.

C. Discussion

Board Discussion:

- Board members support of the missions of Township Boards and Commissions.
- Appreciation for the work being done by residents on Boards and commissions.
- Clerk’s Office need for Election Inspectors, go to Township website for application.
- Encouragement to participate in the 2020 Census.
- Need to fill vacancies on boards and commissions.

7. COMMENTS FROM THE PUBLIC

Supervisor Styka Opened Public Remarks at 7:54 pm.

Supervisor Styka Closed Public Remarks at 7:54 pm.

8. OTHER MATTERS AND BOARD MEMBER COMMENTS

9. ADJOURNMENT

Treasurer Deschaine moved to adjourn the meeting. Seconded by Trustee Opsommer.

VOICE VOTE: Motion carried: 6 – 0

Supervisor Styka adjourned the meeting at 8:00 pm.

RONALD J. STYKA,
TOWNSHIP SUPERVISOR

BRETT DREYFUS,
TOWNSHIP CLERK

CHARTER TOWNSHIP OF MERIDIAN
TOWNSHIP BOARD REGULAR MEETING **-DRAFT-**
5151 Marsh Road, Okemos MI 48864-1198
853-4000, Township Hall Room
TUESDAY, February 04, 2020 **6:00 pm.**

PRESENT: Supervisor Styka, Clerk Dreyfus, Treasurer Deschaine, Trustees Jackson, Opsommer, Wisinski

ABSENT: Trustee Sundland

STAFF: Township Manager Walsh, Director of Public Works Perry, Fire Chief Hamel, Police Chief Plaga, Community Planning Director Kieselbach, Principle Planner Menser, Finance Director Mattison, Information Technology Director Gebes

1. CALL MEETING TO ORDER

Supervisor Styka called the meeting to order at 6:01 pm.

2. PLEDGE OF ALLEGIANCE/INTRODUCTIONS

Supervisor Styka led the Pledge of Allegiance.

3. ROLL CALL

The Recording Secretary called the roll of the Board.

4. PRESENTATIONS

A. Treasurer Deschaine presented the Resolution in Recognition of Bart Wegenke (Haslett High School principal who passed away) to Brandy Butcher, Interim Principle of Haslett High School. On behalf of Haslett Public Schools he thanked Meridian Township for the acknowledgement and support.

B. 2019 Township Annual Report is available at the Clerk's office, on the Meridian Township website. and at the Haslett and Okemos libraries.

5. CITIZENS ADDRESS AGENDA ITEMS AND NON-AGENDA ITEMS

Supervisor Styka opened public remarks at 6:06 pm.

Gary Durow, 1259 West Grand River Ave., Okemos, MI; spoke in support of Rezoning Request #19100 (Discussion Item 13D).

Amanda Hopper, 5485 Martinique Cir., East Lansing, MI; spoke in support of Rezoning Request #19100.

Frank Fugate, 500 S Front St., Columbus, OH; (Woda Cooper executive/applicant) spoke in support of Discussion Item 13-C.

Tom Hass, 1491 Franklin St., Haslett, MI; spoke in support of Rezoning Request #19034 (Discussion Item 13A).

Stephanie White, 4400 Tacoma Blvd., Okemos, MI; inquired about the process for starting pollinator habitats in Meridian Township.

Supervisor Styka closed public remarks at 6:16 pm.

6. TOWNSHIP MANAGER REPORT

Township Manager Walsh spoke on the Market Place on the Green (Farmer’s Market), Economic Director position open due to current Director leaving for new job, Lick v. Meridian case dismissed by Judge Stokes, meeting next week with Granger regarding rubbish services and recycling, proposed Jolly Road “road diet” from 2 lanes in each direction to one lane in each direction plus center turn lane from Hagadorn Rd to Dobie Rd – discussion during Transportation Commission Special meeting on February 04, 2020, at 6:00 pm.

7. BOARD MEMBER REPORTS AND ANNOUNCEMENTS

Treasurer Deschaine:

- Property taxes due Friday, February 14, 2020, 5:00 pm. Suggestion to mail two weeks ahead of time if using the US mail, can use Township drop box. Instructions on website on how to sign up for online payment at no cost (if paying from bank account).

Clerk Dreyfus:

- 8,706 absentee ballot applications for the March 10, 2020 Presidential Primary have been sent out as of February 3, 2020, and 4,343 have been received back by the Meridian Township Clerk’s Office.
- Ballots from the Ingham County Clerk’s Office have come in on February 03, 2020. The Ingham County Clerk’s Office has still not sent out tabulator programming that allows the ballots to be tested on the tabulators, this resulted in delayed mailing of ballots. Expecting to receive tabulator programming from the Ingham County Clerk’s Office within the next few days so ballots can be tested before we mail them out and can begin early voting.
- Voters may still fill out an absentee ballot application until 4 p.m. on the day prior to the election. If you’re registering to vote or updating your address by appearing at your clerk’s office on Election Day, you can request an absent voter ballot at the same time you register. If you request your AV ballot the day before the election or on Election Day, you must vote the ballot in the clerk’s office.

Supervisor Styka:

- Fourth Annual Pancake Breakfast Fundraiser on March 07, 2020 8 am – 11 am, at 2/42 Community Church to benefit local Scout Units' Campership/Scholarship Fund, as well as the Muscular Dystrophy Association (MDA), sponsored by Meridian Township Professional Firefighters Local 1600.

8. APPROVAL OF AGENDA

Treasurer Deschaine moved to approve the Agenda. Seconded by Trustee Jackson.

VOICE VOTE: Motion carried: 6 – 0

9. CONSENT AGENDA

Supervisor Styka reviewed the consent agenda.

Clerk Dreyfus moved to approve the Consent Agenda. Seconded by Trustee Opsommer.

ROLL CALL VOTE: YEAS: Clerk Dreyfus, Supervisor Styka, Treasurer Deschaine, Trustees Opsommer, Wisinski, Jackson

NAYS:

Motion carried: 6 – 0

A. Communications

Clerk Dreyfus moved that the communications be received and placed on file and any communications not already assigned for disposition be referred to the Township Manager or Supervisor for follow-up. Seconded by Trustee Opsommer.

ROLL CALL VOTE: YEAS: Clerk Dreyfus, Supervisor Styka, Treasurer Deschaine, Trustees Opsommer, Wisinski, Jackson

NAYS:

Motion carried: 6 – 0

B. January 21, 2020 Regular Meeting Minutes

Clerk Dreyfus moved to approve and ratify the minutes of the Regular Meeting of January 21, 2020 as submitted. Seconded by Trustee Opsommer.

ROLL CALL VOTE: YEAS: Clerk Dreyfus, Supervisor Styka, Treasurer Deschaine, Trustees Opsommer, Wisinski, Jackson

NAYS:

Motion carried: 6 – 0

C. Bills

Clerk Dreyfus moved to approve that the Township Board approve the Manager’s Bills as follows. Seconded by Trustee Opsommer.

Common Cash		\$	705,398.68
Public Works		\$	539,825.65
Trust & Agency		\$	2,206,072.86
	Total Checks	\$	3,451,297.19
Credit Card Transactions		\$	10,748.26
Nov 14th - Nov 25th			
	Total Purchases	\$	<u>3,462,045.45</u>
ACH Payments		\$	<u>456,435.04</u>

ROLL CALL VOTE: YEAS: Clerk Dreyfus, Supervisor Styka, Treasurer Deschaine, Trustees Opsommer, Wisinski, Jackson

NAYS:

Motion carried: 6 – 0

D. Resolution in Recognition of Ann Chapman, Haslett Library Head Librarian

ROLL CALL VOTE: YEAS: Clerk Dreyfus, Supervisor Styka, Treasurer Deschaine, Trustees Opsommer, Wisinski, Jackson

NAYS:

Motion carried: 6 – 0

E. Resolution in Recognition of Bart Wegenke, Haslett High School Principal

ROLL CALL VOTE: YEAS: Clerk Dreyfus, Supervisor Styka, Treasurer Deschaine, Trustees Opsommer, Wisinski, Jackson

NAYS:

Motion carried: 6 – 0

10. QUESTIONS FOR THE ATTORNEY – NONE

11. HEARINGS (CANARY)

A. Mixed Use Planned Unit Development #19034 (Hudson Senior Living) Pine Village

Director Kieselbach provided an overview of the request to establish a Mixed Use Planned Unit Development (MUPUD) identified as Pine Village on 9.6 acres located at 1673 Haslett Road.

Supervisor Styka called the public hearing to order at 6:31 pm.

Jeff Buck, 288 West Maple Rd., Birmingham, MI; applicant, spoke in support of Rezoning Request #19034 (Discussion Item 13A).

Van Martin, 1111 Michigan Ave., East Lansing, MI; spoke in support of Rezoning Request #19034.

Bart Baryames, Haslett Village Square LLC, 2423 S. Cedar St. Lansing, MI; spoke in support of Rezoning Request #19034.

Supervisor Styka closed the public hearing at 6:47 pm.

12. ACTION ITEMS (PINK)

A. Rezoning #19090 (Planning Commission) Hagadorn Road – **Final Adoption**

Trustee Opsommer moved to approve the resolution for final adoption of Ordinance No. 2020-03 pursuant to Rezoning Petition #19090 to rezone 2.2 acres addressed as 4036, 4038, 4046, 4108, and 4118 Hagadorn Road from RP (Research Park to RAA (Single Family-Low Density). Seconded by Trustee Jackson.

Board discussion: Bygone residential zoning from when the Township Board envisioned the whole block of land at the corner of Jolly Road and Hagadorn as a Research Park adjacent to MSU, no longer the case with the 425 agreement/annexation with the City of Lansing with College Fields, Planning Commission helped residents initiate rezoning back to its current use due to hardship for the residents to maintain properties and conflict between rezoning and the master plan.

ROLL CALL VOTE: YEAS: Trustees Wisinski, Jackson, Opsommer, Treasurer Deschaine, Clerk Dreyfus, Supervisor Styka

NAYS:

Motion carried: 6 – 0

B. Township Manager 2019 Performance Review Summary

Trustee Jackson moved to support the 2019 Township Manager’s Performance Review as presented. The review document shall be forwarded to the Human Resource Office for proper filing. Seconded by Treasurer Deschaine.

Board discussion: Supervisor Styka summarized review document on Township Manager dated January 21, 2020, overall evaluation of excellent. Information gleaned during closed discussion, board discussion, and forms submitted from Board members.

VOICE VOTE: Motion carried: 6 – 0

C. Resolution Commemorating Black History Month

Treasurer Deschaine moved to approve the Resolution Commemorating Black History Month Seconded by Trustee Jackson.

Supervisor had Resolution read out loud for Board and public.

VOICE VOTE: Motion carried: 6 – 0

13. BOARD DISCUSSION ITEMS (ORCHID)

A. Mixed Use Planned Unit Development #19034 (Hudson Senior Living) Pine Village

B. Special Use Permit #19181 (Hudson Senior Living) Pine Village

Supervisor Styka noted Discussion Items A and B to be discussed together.

Director Kieselbach stated that the Planning Commission held a public hearing and made a recommendation to approve the Special Use Permit.

Board member question regarding the history of the site, what the land was zoned originally, the history of the Haslett Shopping Center, staff response included an amendment that allowed the building on the west side of the property to be built, and information in the packet such as the amendment removing all density constraints other than height in PICAs (Potential Intensity Change Areas, discussed in Master Plan).

Board discussion: lease terms, board consensus that project does not match Master Plan for housing diversity and downtown vision for Haslett Four Corners, suggestions for better project sites, Hagadorn Rd better choice with a higher frequency CATA line and for senior housing as an alternative to student housing, examples of other big senior facilities show seniors are often homebound which is not conducive to a vibrant and dynamic area, board member and property owner belief that the development of the project will attract more development, board member belief that a senior facility will not attract further development suitable for downtown Haslett, belief that public consistently supports better local shopping choices and destination experiences –no desires expressed for a big box or senior housing project, suggestion to not rush and better to seek right type of development, human scale and downsize scale development, better fit for area might be cohousing, shared office space, co-retail, smaller residential units, diverse housing, missing middle housing, activated public spaces and water features, smaller boutique stores, appeal needed to wider, diverse population. Concern about multiple phases, need for specificity when proposal involves phases, reduced parking request demonstrates that residents in senior facilities don't drive and are often less mobile.

Clerk Dreyfus view that the Township needs to change role of Economic Director to person who understands community views, Board member views, and has a bigger-picture view of community sustainability, belief that Meridian Township needs a Community Sustainability Director to align with the Township's Master Plan. Senior proposal for downtown Haslett is example of how new Sustainability Director position could work with the Planning Department, Planning Commission, Township Manager, Township Board, developers, Township Homeowner Associations, and the Meridian Area Business Association (MABA) and other stakeholders for a long-term vision and to bring Township Board a better project. Belief that new proposed position goes beyond current role which serves primarily as an agent/representative that

promotes developer and property owner proposals being brought before the Township Planning Commission and Township Board.

Treasurer Deschaine view that we need a new Economic Development Director just like current Director, who is leaving to work in private sector. Belief that Downtown Okemos project was brought to the Township by Economic Development Director, Township needs someone who can work both sides of the development, doesn't have to be a governmental employee but has to understand how business works, need passion and drive for our next Economic Development Director.

Board member view that if proposal had included big-picture look at the whole Haslett Village and how this project might fit in with that vision – it may have gotten Board support. Board member question about reasons previous development deal fell through, property owner response that main driver of costs was construction costs and risk was too high for strip mall developers.

Board consensus to place this item on the agenda for denial at the next Board meeting.

C. Woodward Way PILOT: Payment in Lieu of Taxes

Community Planning Director Kieselbach presented an overview of the request to reapprove the Woodward Way PILOT (Payment In Lieu of Taxes) for funding in order to have adequate time to meet the ordinance for the construction portion of the project. The proposal is to develop income-based apartment buildings on a site behind Whole Foods as a Michigan State Housing Development Authority (MSHDA) based project.

Board member support for project and support for PILOT, should be reapproved because of no fault of applicant or the Township, bumping up against one-year timeframe for construction, they need this to secure funding for the next round by MSHDA. Board member question about applicant being turned down for funding and nature of competitive process, applicant response that they were tied with another applicant and their application was above board, some issue with underwriting that they will address.

Board member opposition to PILOT because project is proposed in an area that the Master Plan has designated best suited as an entry point for affordable, single-family housing which would likely be first-time homebuyers, this benefits school enrollment as most would have children attending Township schools, no need for a PILOT, Township needs property tax to pay for infrastructure/services and all property owners should pay their fair share of taxes, belief that Township already has a variety of affordable housing opportunities for those who want to live in apartment buildings.

Board consensus to place this item on the agenda for action at the next Board meeting.

D. Rezoning 19100 (Durow) 1259 Grand River Avenue RR and RRA to C-2

Community Planning Director Kieselbach presented an overview of the request to rezone approximately 1.487 acres located at 1259 Grand River Avenue from RR (Rural Residential) and RRA (Single Family-Suburban Estates) to C-2 (Commercial).

Board discussion: Planning Commission held a public hearing and the recommendation was to not approve the rezoning. It is a non-conforming use and can continue as non-conforming, but if there is a change in use, it would have to go back to the Zoning Board of Appeals (ZBA) to approve to go from one non-conforming use to another non-conforming use and to consider whether the new use is more appropriate at the location

than the former use. If rezoning goes to C2, it would move the property/bigger building into compliance, however the single-family/residential zoning would not be conforming. Applicant not looking to redevelop the site, wants to continue as a non-conforming use, current use as a rental house, concession for conditions, general retail allowed. Non-residential use is allowed in a residential district through special use permit, board cannot add conditions but can set time limits to conditions offered by applicant. Concerns to keep character of the area, and consequences of C2 zoning which would open possibilities of a site plan with no oversight by the Township Board: e.g., site turning into a strip mall.

Board consensus for this item to be brought back to the Planning Commission staff before being brought back before the Board.

E. Fixed Asset Capitalization Policy

Finance Director Mattison presented the recommendation by the Township auditors Yeo and Yeo for a written policy to be adopted for the capitalization of fixed assets developed by the Finance Department.

Trustee Opsommer moved to suspend our rules so the Board can take this item for consideration this evening. Seconded by Trustee Jackson.

VOICE VOTE: Motion carried: 6 – 0

Trustee Opsommer moved to adopt the fixed asset capitalization as presented. Supported by Trustee Jackson.

ROLL CALL VOTE: YEAS: Trustees Opsommer, Wisinski, Jackson, Treasurer Deschaine, Clerk Dreyfus, Supervisor Styka

NAYS:

Motion carried: 6 – 0

14. COMMENTS FROM THE PUBLIC

Supervisor Styka Opened Public Remarks at 6:53 pm.

Supervisor Styka Closed Public Remarks at 6:53 pm.

15. OTHER MATTERS AND BOARD MEMBER COMMENTS

Clerk Dreyfus:

- Noted that his comments regarding current Economic Director were not disparaging or criticizing the efforts and work he has done in the Township throughout the past several years, but were addressing the positional authority, role, how the position of Economic Director was structured, and how the job could best be carried out in the future by changing it to a Community Sustainability Director position.

- Other communities around the country are changing the position of Economic Director to Community Sustainability Director to promote a broader, long-term community vision.
- Detailed letter from a citizen regarding the proposed Jolly Road “road diet” (taking two lanes in each direction and reducing them to one lane in each direction with a center turn lane), debunking assumptions, and providing studies/reports that point out examples of decreased safety, increased traffic congestion, and decreased quality of life for drivers who are using roads that have been reduced from two lanes in each direction to one lane with a center turn lane.
- Concern about proposed road diet for Central Park Drive, from Okemos Road (across Marsh) to Grand River, no safety issues have been reported on this road, road rings our highest density C-3 Commercial Core and it’s inappropriate from an economic development perspective and from a safety perspective to reduce the road down to one lane in each direction, especially with entrances to the new Farmer Market being constructed on that road, which will likely result in dangerous backups and congestion on Market Days.
- Worked with Tri-County Regional Planning Commission (TCRPC) as a liaison for the Urban and Suburban Land Use Subcommittee, which included the Urban Sustainability Accelerator Project, gained knowledge from speakers involved in the Strong Town Program, information was sent out to Board members in the past about doing economic development using small amounts of money. TCRPC issued a report covering years 2012-2020 and is available on their website.

Trustee Opsommer:

- Governor approved 3.5 billion dollar bonding, no acceleration for the M-43 Grand River Avenue project and project will remain in 2023, hoping to get pathway connection fixed, waiting for news from MDOT.
- Will be acceleration/ influx of transportation funding and growth of projects on I-69, I-96, I-127, and 20 different bridges on I-496 and I-127.
- Expressed appreciation for working with Economic Director Buck, noted CMI funding that he helped with obtaining for downtown Okemos project, brought in Eric Helzer who helped get tax increment financing (TIF) for brownfield remediation, got Township RRC certified, he assisted with getting TIFs approved by various taxing authorities, private enterprises bring proposals forward and we may not always like what we see, he did very well in the projects he was assigned.

Treasurer Deschaine:

- Jolly Road road diet Public Hearing on February 6th at Central Fire Station, public is welcome.
- Expressed appreciation for working with Economic Director Buck. Loss of “brand leaders” as several Department Directors have left.
- Paying the bills now, regarding pension and roads, to prepare us for the future. Our Economic Development Director agreed with that approach.

Supervisor Styka:

- Expressed appreciation for working with Economic Director Buck.
- Meridian Township Garden Club has 90 members, works with pollinators and parks, created a pollinator garden in the Historical Village, 1000 acres of land preserve could be pollinator locations as well as 1000 acres of township parkland, anyone interested should contact Township Manager.

16. ADJOURNMENT

Treasurer Deschaine moved to adjourn the meeting. Seconded by Trustee Opsommer.

VOICE VOTE: Motion carried: 6 – 0

Supervisor Styka adjourned the meeting at 9:08 pm.

RONALD J. STYKA,
TOWNSHIP SUPERVISOR

BRETT DREYFUS,
TOWNSHIP CLERK



To: Board Members
From: Miriam Mattison, Finance Director
Date: February 18, 2020
Re: Board Bills

Charter Township of Meridian
Board Meeting
2/18/2020

MOVED THAT THE TOWNSHIP BOARD APPROVE THE MANAGER'S
BILLS AS FOLLOWS:

COMMON CASH	\$	535,033.21
PUBLIC WORKS	\$	473,952.67
TRUST & AGENCY	\$	2,945,373.53
TOTAL CHECKS:	\$	3,954,359.41
CREDIT CARD TRANSACTIONS		
Jan 30th - Feb 12th	\$	13,590.77
TOTAL PURCHASES:	\$	<u>3,967,950.18</u>
ACH PAYMENTS	\$	<u>617,106.38</u>

Vendor Name	Description	Amount	Check #
1. AIRGAS GREAT LAKES	MEDICAL OXYGEN	132.61	
	MEDICAL OXYGEN	512.85	
	MEDICAL OXYGEN	46.07	
	TOTAL	691.53	
2. ALL TRAFFIC SOLUTIONS	2 RADAR/TRAFFIC DATA SPEED SIGNS	10,500.00	
3. ALLGRAPHICS CORP	2020 POLAR BEAR 5 K RACE TSHIRTS	1,926.62	
4. ASCAP	ANNUAL MUSIC LICENSE RENEWAL FEE - 2020	363.00	
5. AT & T	LEGACY TELEPHONE - SERVICE FEB	30.83	
6. AT & T	THB - SERVICE FROM JAN 2 - FEB 1	179.12	
	PUB SAFETY SERVICE FROM JAN 2 - FEB 1	323.28	
	THB ANALOG ALARM SERVICE FROM JAN 2 - FEB 1	368.68	
	PSB FAX SERVICE FROM JAN 2 - FEB 1	323.27	
	DS1-FS CENTRAL SERVICE FROM JAN 2 - FEB 1	3,906.30	
	DS1 FS92 - SERVICE FROM JAN 2 - FEB 1	555.67	
	DS1 TO CIOEL - SERVICE FORM JAN 2 - FEB 1	596.69	
	TOTAL	6,253.01	
7. AXON ENTERPRISE, INC	AXON EVIDENCE.COM STORAGE & BODY CAMS	22,272.00	
8. THE BANK OF NEW YORK MELLON	MERIDIAN TWP 2013 UTGO BONDS	250,046.25	
9. BARYAMES CLEANERS	UNIFORM CLEANING	21.70	
10. BECKS PROPANE	PROPANE FOR HARRIS NATURE CENTER HEATING	410.68	
11. BOARD OF WATER & LIGHT	JAN 1 - FEB 1 2020 STREETLIGHT SERVICE	585.88	102285
12. BOYNTON FIRE SAFETY SERVICE	SERVICE CALL FOR SPRINKLER SYSTEM	110.00	
13. JEFFORY BROUGHTON	RADIO MAINTENANCE FOR POLICE	388.30	
	STANDING PO RADIO MAINTENANCE/EQUIPMENT	645.00	
	TOTAL	1,033.30	
14. BS&A SOFTWARE	BS&A ANNUAL RENEWAL FEB 1 2020 - FEB 1 2021	6,839.00	
15. CHRIS BUCK	MILEAGE REIMBURSEMENT - 1.3 - 2.12	129.38	
16. CAPITAL AERIAL IMAGING	CELEBRATE MERIDIAN AERIAL FOOTAGE -REISSUE	75.00	
17. CINTAS CORPORATION #725	MECHANICS UNIFORMS 2020	48.35	
	MECHANICS UNIFORMS 2020	48.35	
	MECHANICS UNIFORMS 2020	48.35	
	MECHANICS UNIFORMS 2020	48.35	
	MECHANICS UNIFORMS 2020	48.35	
	TOTAL	241.75	
18. CITY PULSE	TWP NOTICES - 12/11/19	301.80	
19. COCM	2020 COCM SPRINT CONFERENCE MEMBERSHIP AND DUES -	230.00	
20. COMCAST	SERVICE FROM FEB 01-FEB 29TH - INET + TV THB	347.62	
	INTERNET AND TV 91 - SERVICES FROM FEB 16 - MAR 15	163.35	
	TOTAL	510.97	

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Vendor Name	Description	Amount	Check #
21. CONSUMERS ENERGY	PMT TO AVOID SHUT OFF A.SEILER	290.20	102290
22. CULLIGAN WATER CONDITIONING	5454003 - WATER SOFTNER SALT FOR HARRIS NATURE CEN	27.60	
23. DAVID CHAPMAN AGENCY	20-21 STORAGE TANK LIABILITY	641.00	
24. DBI	PAPER	32.90	
	REINDORCEMENT 3 PK	3.87	
	CLERKS OFFICE - PAPER	5.99	
	CLERKS OFFICE - LABELS	153.93	
	TAPE DISPENSER AND SCISSORS	15.54	
	TAPE	9.38	
	PAPER 8.5 X 11 X 3 BOXES	98.70	
	PAPER 8.5 X 11 X 2 BOXES	65.80	
	PAPER 8.5 X 11 X 2 BOXES	65.80	
	ADDRESS LABELS	241.89	
	TOTAL	693.80	
25. MIKE DEVLIN	REIMBURSEMENT FOR MEAL FOR 2020 MPARKS CONF	19.00	
26. DLT SOLUTIONS LLC	AUTOCAD - INCLUDING SPECIALIZED TOOLSETS AD GOVERN	1,263.02	
27. FAHEY SCHULTZ BURZYCH RHODES PLC	LEGAL FEES	321.56	
	LEGAL FEES	447.00	
	LEGAL FEES	3,045.00	
	LEGAL FEES	1,851.00	
	LEGAL FEES	804.00	
	LEGAL FEES	1,296.00	
	LEGAL FEES	1,206.00	
	LEGAL FEES	367.50	
	LEGAL FEES	2,770.36	
	LEGAL FEES	191.53	
	LEGAL FEES	2,288.11	
	LEGAL FEES	63.00	
	LEGAL FEES	862.50	
	LEGAL FEES	2,497.50	
	LEGAL FEES	3,310.50	
	LEGAL FEES	72.00	
	TOTAL	21,393.56	
28. FIRST AMERICAN ADMINISTRATORS	EYEMED INSURANCE - JAN	2,414.27	
29. FIRST COMMUNICATIONS	OLD ANALOG SERVICES 911 + ALARM ETC SERVICES FROM	938.67	
30. FORESIGHT GROUP	WATER BILL MAILING 1/15, POSTAGE AND 1 FOREIGN POS	266.37	
	WATER BILLS W BACKS - 1/31	545.68	
	POSTAGE FOR WATER BILLS	313.20	
	TOTAL	1,125.25	
31. FRIENDS OF HISTORIC MERIDIAN	2019 MAINTENANCE EXP REIMBURSEMENT FOR HISTORIC BU	8,353.27	
32. FRONT LINE APPRAISAL INC	4884 MARSH RD PROPERTY APPRAISAL	2,500.00	
33. GALLAGHER BENEFIT SERVICES, INC	FEB 2020 MONTHLY CONSULTING FEE	2,779.26	
34. GEORGE F EYDE FAMILY LLC	OVERPMT OF BUILDING PERMIT PB20-0045	100.00	

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Vendor Name	Description	Amount	Check #
35. GOODYEAR COMMERCIAL TIRE	CASE BACK HOE #18 -GOODYEAR STATE CONTRACT TIRES 2	534.78	
	UNIT 28 AND UNIT 13 GOODYEAR STATE CONTRACT TIRES	1,072.88	
	UNIT 64 - GOODYEAR STATE CONTRACT TIRES 2020	563.24	
	UNIT 8 - GOODYEAR STATE CONTRACT TIRES 2020	281.62	
	TOTAL	2,452.52	
36. GOV'T FINANCE OFFICERS ASSOC	RENEWAL GFOA MEMBERSHIP 136352003 - 4/1/2020 - 3/	250.00	
37. GRANGER	ACCT 16021603 - CURBY RECYCLER	9.00	
	CLEAN UP @ HILLBROOK TRAIL - ACCT 26211200	138.00	
	TOTAL	147.00	
38. MARYANN GROOP	MILEAGE REIMBURSEMENT - JAN	29.90	
39. H & H MOBILE	PATROL VEHICLE NEEDED TOWING ASSISTANCE	114.00	
40. H.C. BERGER COMPANY	COPIER LEASE- 12/15 -12/31	303.71	
	COPIER LEASE - 1/1- 1/14	303.71	
	TOTAL	607.42	
41. HCC PUBLIC RISK CLAIM SERVICE, INC	CLAIM # 191621	7,865.30	
42. HOLDER CORP	LATCH HANDLE , 1/2" THICK -MB #53	150.00	
43. INGHAM COUNTY HEALTH DEPT	PANCAKE BREAKFAST TEMPORARY FOOD ESTABLISHMENT LI	195.00	102287
44. JOHN DEERE FINANCIAL	FLEET FUEL 2020 - JAN	10,895.25	
45. JOHNSON CONTROLS	SOUTH FIRE STATION HVAC	3,321.36	
46. KAYLA SCELFO	MILEAGE REIMBURSEMENT - JAN	104.65	
	REIMBURSEMENT OF MILEAGE AND MEALS - 2020 MPARKS C	74.69	
	TOTAL	179.34	
47. LANSING SANITARY SUPPLY INC	POLY LINERS AND HOUSEHOLD TOWELS	223.97	
48. LANSING UNIFORM COMPANY	STANDARD POLICE UNIFORM PURCHASES	76.90	
	STANDING PO FOR UNIFORMS	497.55	
	STANDARD POLICE UNIFORM PURCHASES	129.95	
	TOTAL	704.40	
49. LEAK PETROLEUM EQUIPMENT INC	SERVICE CALL ON CARD READER PROBLEMS	170.00	
	BI ANNUAL AIR COMPRESSOR SERVICE	299.61	
	TOTAL	469.61	
50. MARK'S LOCK SHOP, INC.	RECOMBINATE LOCK ON VAULT - TREASURER	159.00	
51. MIKE MCDONALD	REIMBURSEMENT OF HOTEL AND MEALS FOR 2020 M PARKS	137.22	
52. MEDICAL MANAGEMENT SYSTEMS OF	AMBULANCE BILLING SERVICE	7,794.83	
53. MERIDIAN TOWNSHIP	TRANSFER FOR FLEX CHECKING FOR 2/14 PAYROLL	550.69	

Vendor Name	Description	Amount	Check #
54. MERRILL FORD	#670 - FORD FLEET REPAIRS AND PARTS 2020	1,294.48	
	STOCK - FORD FLEET REPAIRS AND PARTS 2020	713.11	
	UNIT #653 (119) FORD FLEET REPAIRS AND PARTS 2020	19.32	
	#670 POLICE CAR 121 -FORD FLEET REPAIRS AND PARTS	(80.00)	102255
	TOTAL	1,946.91	
55. METC/ICT	5180 CORNELL RD - METC/ICT RELEASE PG #2011-005	10,000.00	
56. MICHIGAN ASSOC OF MUNICIPAL CLERKS	MICHIGAN ASSOCIATION OF MUNICIPAL CLERKS INSTITUTE	650.00	102201
57. MICHIGAN ECONOMIC DEVELOPERS ASSOC	JOB POSTING - E.D. DIRECTOR	350.00	
58. MICHIGAN PLUMBING	FULL REFUND PLUMBING PERMIT PP20-0049	125.00	
59. MICHIGAN RUNNING FOUNDATION	TIME KEEPERS FOR POLAR BEAR 5K RUN	1,027.00	
60. MICHIGAN RURAL WATER ASSOC	EXCAVATION AND TRENCH HAZARD CONTROL	330.00	
61. MCKESSON MEDICAL-SURGICAL GOC SOL	STANDING PO FOR MEDICAL SUPPLIES/EQUIPMENT	64.95	
	STANDING PO FOR MEDICAL SUPPLIES/EQUIPMENT	196.37	
	STANDING PO FOR MEDICAL SUPPLIES/EQUIPMENT	161.01	
	STANDING PO FOR MEDICAL SUPPLIES/EQUIPMENT	50.00	
	STANDING PO FOR MEDICAL SUPPLIES/EQUIPMENT	270.87	
	STANDING PO FOR MEDICAL SUPPLIES/EQUIPMENT	275.42	
	TOTAL	1,018.62	
62. NAPA	SHOP SUPPLY / STOCK -FLEET REPAIR PARTS 2020	555.70	
	UNIT 122 - FLEET REPAIR PARTS 2020	357.38	
	SHOP SUPPLY - FLEET REPAIR PARTS 2020	42.96	
	SHOP SUPPLY - FLEET REPAIR PARTS 2020	52.80	
	TOTAL	1,008.84	
63. OFFICE DEPOT	ANNUAL REPORT - BOARD	17.60	
64. OKEMOS PUBLIC SCHOOLS	FIRST HALF OF 2019-2020 FISCAL YEAR PMT (JULY - DE	56,147.07	
65. ORKIN, 551-LANSING, MI	- 5151 MARSH RD YEARLY PMT -2020 BUILDING PESTICI	1,440.00	
	SVC - YEAR PMT -2020 BUILDING PESTICIDE TREATMENT	714.00	
	TOTAL	2,154.00	
66. OVERHEAD DOOR OF LANSING	SERVICE AT FIRE #92	865.62	
67. PEOPLEFACTS LLC	EMPLOYEE PRE-EMPLOYMENT CREDIT CHECKS	73.15	
68. PHOENIX SAFETY OUTFITTERS	FIREFIGHTER TURNOUT GEAR	10,816.60	
69. PRINT MAKERS SERVICE INC	KIP MONTHLY CHARGE AND MAINTENANCE	145.75	
70. THE RAPID GROUP LLC	SERVICES THROUGH 12/31/2019	55.00	
71. PITNEY BONES	ACCT#247 088 51 TWP POSTAGE 2020	18,000.00	102288
72. ROMANOW BUILDING SERVICES	FEB - JANITORIAL SERVICES FOR TOWNSHIP BUILDINGS -	7,607.77	

Vendor Name	Description	Amount	Check #
73. ROWERDINK AUTOMOTIVE PARTS			
	CREDIT MEMO - FLEET REPAIR PARTS 2020	(45.36)	
	UNIT 63 - FLEET REPAIR PARTS 2020	165.00	
	UNIT 39 - FLEET REPAIR PARTS 2020	542.97	
	UNIT 120- FLEET REPAIR PARTS 2020	366.85	
	CREDIT MEMO - FLEET REPAIR PARTS 2020	(100.00)	
	UNIT 120 - FLEET REPAIR PARTS 2020	48.88	
	UNIT 126 - FLEET REPAIR PARTS 2020	188.23	
	FLEET REPAIR PARTS 2020 - OIL	3.63	
	FLEET REPAIR PARTS 2020 - OIL	3.63	
	UNIT 635 - FLEET REPAIR PARTS 2020	95.19	
	UNIT 127 - FLEET REPAIR PARTS 2020	188.23	
	UNIT 61 - FLEET REPAIR PARTS 2020	195.00	
	UNIT 117- FLEET REPAIR PARTS 2020	188.23	
	UNIT 116- FLEET REPAIR PARTS 2020	43.98	
	UNIT 125 - FLEET REPAIR PARTS 2020	326.65	
	UNIT 94 - FLEET REPAIR PARTS 2020	108.75	
	UNIT 129- FLEET REPAIR PARTS 2020	47.35	
	FLEET REPAIR PARTS 2020 - SC	13.48	
	TOTAL	2,380.69	
74. SHERWIN WILLIAMS CO	PAINT	54.05	
75. SHROYERS TOWING INC	TOW FOR MEDIC 911 #133	280.00	
76. SPARROW OCCUPATIONAL	1 PHYSICAL	95.00	
77. ST MARTHA CONFERENCE OF	REIMBURSEMENT FOR PMT TO AVOID EVICTION - MALDONAD	250.00	102286
	REIMBURSEMENT FOR PMT TO AVOID EVICTION FOR A.DIMM	531.00	102289
	TOTAL	781.00	
78. STATE OF MICHIGAN	N.MERIDIAN PARK SAMPLE	17.00	
	STORM WATER ANNUAL PERMIT FEE 2020	500.00	
	TOTAL	517.00	
79. T MOBILE	BACK UP CELL SERIVCE - 12/21 -12/31	10.56	
	BACK UP CELLULAR - JAN 1 - JAN 20	19.07	
	TOTAL	29.63	
80. TDS	SERVICE 1/28-2/27 - DS-1 SOUTH FIRE	1,522.45	
81. TRI-COUNTY REGIONAL PLANNING	2020 MEMBERSHIP -GREATER LANSING REGIONAL COMMITTE	5,917.65	
82. TRITECH SOFTWARE SYSTEMS	INFORM MOBILE SOFTWARE LICENSE & SUPPORT 1/1/20-12	1,220.00	
83. USA BLUE BOOK	HANDHELD LOCATORS FOR WATER SEWER AND ENGINEERING	729.95	
84. USA TODAY NETWORK	POSTING IN PAPER FROM 11/1 - 11/30	560.00	
	POSTING THE MEETING AGENDA 10/27/19 - 11/2/19	58.00	
	POSTING FOR 12/1/19 - 12/31/19	430.34	
	TOTAL	1,048.34	
85. VARIPRO BENEFIT ADMINISTRATORS	FLEX ADMINISTRATION 02/2020	175.00	
	VARIPRO - MARCH 2020	12,805.90	
	TOTAL	12,980.90	
86. VERIZON CONNECT	VERIZON FLEET FOR VEHICLES - SERVICE JAN	1,591.80	

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Vendor Name	Description	Amount	Check #
87. VERIZON WIRELESS	VERIZON USAGE DEC 24- 31	885.08	
	VERIZON USAGE JAN 1 - 23	2,544.62	
	TOTAL	<u>3,429.70</u>	
88. WASTE MANAGEMENT	ANIMAL CARCASS REMOVAL DUMPSTER (DEAD DEER REMOVAL	121.31	
89. WEST SHORE FIRE INC	SCBA PAK/TANK MAINTENANCE	677.40	
	SCBA PAK/TANK MAINTENANCE	149.00	
	TOTAL	<u>826.40</u>	
90. WOLVERINE ENGINEERS & SURVEYORS	MSU TO LAKE LANSING TRAIL PHASE 2 TOPO AND SURVEY	7,810.00	
TOTAL - ALL VENDORS		535,033.21	

Vendor Name	Description	Amount	Check #
1. ACCOUNTEMP	WEEK ENDING 12/27 - DUNBAR	380.80	
2. CITY OF EAST LANSING	SEMI-ANNUAL SEWER OPERATIONS - FEB	215,185.84	
3. DIXON ENGINEERING	ANTENNA INSPECTION #1 1/2/2020	950.00	
4. EASTBROOK HOMES INC	6039 SOUTHRIDGE RD - REIMBURSEMENT OF PERFORMANCE	2,000.00	
	6033 SOUTHRIDGE RD - REIMBURSEMENT OF PERFORMANCE	2,000.00	
	TOTAL	4,000.00	
5. EJ USA, INC.	WATER SYSTEM REPAIR PARTS SPRING 2020	740.79	
	WATER SYSTEM REPAIR PARTS SPRING 2020	21,096.91	
	WATER SYSTEM REPAIR PARTS SPRING 2020	819.50	
	TOTAL	22,657.20	
6. FERGUSON WATERWORKS #3386	WATER METERS 5/8X3/4 T10 R900I PLAS	22,124.00	
	WATER METERS AND PARTS FOR METERS 2020	145,641.20	
	WATER METER REGISTERS AND PARTS 2020	21,013.10	
	WATER METERS AND PARTS FOR METERS 2020	354.00	
	TOTAL	189,132.30	
7. FIRST AMERICAN ADMINISTRATORS	EYEMED INSURANCE - JAN	345.20	
8. GALLAGHER BENEFIT SERVICES, INC	FEB 2020 MONTHLY CONSULTING FEE	470.74	
9. GIGUERE HOMES INC.	1308 KALORAMA AND 5 SIDEWALKS - REIMB OF PERFORMAN	2,690.00	
	1598 BELVEDERE - REIMB OF PERFORMANCE GUARANTEES	2,000.00	
	6247 FENWICK COURT LN - REIMBURSEMENT FOR PERFORMA	2,000.00	
	2520 KEVERN - REIMB OF PERFORMANCE GAURANTEES	2,000.00	
	1390 KALORAMA - REIMBURSEMENT OF PERFORMANCE GUARA	2,000.00	
	2325 & 2327 FIELDSTONE - REIMB OF PERFORMANCE GUAR	2,000.00	
	5091 CHAGGAL - REIMB OF PERFORMANCE GUARANTEES	2,000.00	
	5097 CHAGGAL LN - REIMB OF PERFORMANCE GUARANTEES	2,000.00	
	2359 & 2361 FIELDSTONE DR - REIMB OF PERFORMANCE GU	2,000.00	
	5145 CHAGGAL LN - REIMB OF PERFORMANCE GUARANTEES	2,000.00	
	2324 & 2326 FIELDSTONE DR - REIMB OF PERFORMANCE GU	2,000.00	
	2429 TURNING LEAF - REIMB OF PERFORMANCE GUARANTEE	2,000.00	
	TOTAL	24,690.00	
10. HYDROCORP	MUNICIPAL JAN - CROSS CONNECTION CONTROL PROGRAM S	2,430.00	
11. IDC CORPORATION	LIFT STATION CONTROLS MAINTENANCE 2020	2,618.00	
	LIFT STATION CONTROLS MAINTENANCE 2020	487.00	
	TOTAL	3,105.00	
12. K & H CONCRETE CUTTING INC	MIN CHARGES- 10FT OF 6" ASPHALT AND 4 CURB CHOPS	175.00	
13. MICHIGAN RURAL WATER ASSOC	EXCAVATION AND TRENCH HAZARD CONTROL	165.00	
14. PERCEPTIVE CONTROLS	SERVICE CALL AT SOUTH MAIN LIFT STATION	586.50	
15. SCHROEDER BUILDERS	1353 KALORAMA PGE 19-4 SESC COMPLETION	2,000.00	
16. USA BLUE BOOK	HANDHELD LOCATORS FOR WATER SEWER AND ENGINEERING	2,221.90	

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DB: Meridian

INVOICE APPROVAL BY INVOICE REPORT FOR CHARTER TOWNSHIP OF MERIDIAN
EXP CHECK RUN DATES 02/18/2020 - 02/18/2020
BOTH JOURNALIZED AND UNJOURNALIZED OPEN AND PAID
BANK CODE: PWRZ

Vendor Name	Description	Amount	Check #
17. VERIZON WIRELESS			
	VERIZON USAGE 12/24 - 12/31	120.57	
	VERIZON USAGE JAN 1 - JAN 23	346.62	
	TOTAL	<u>467.19</u>	
18. WATERWORTH			
	ANNUAL SUBSCRIPTION, PROFESSIONAL SUPPORT PACKAGE	4,990.00	
TOTAL - ALL VENDORS		473,952.67	

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User: FAULKNER
DB: Meridian

INVOICE APPROVAL BY INVOICE REPORT FOR CHARTER TOWNSHIP OF MERIDIAN
EXP CHECK RUN DATES 02/18/2020 - 02/18/2020
BOTH JOURNALIZED AND UNJOURNALIZED OPEN AND PAID
BANK CODE: TA

Vendor Name	Description	Amount	Check #
1. CAPITAL AREA DISTRICT LIBRARY	WINTER TAX COLLECTION	264,788.66	12849
2. CAPITAL REGION AIRPORT AUTHORITY	WINTER TAX COLLECTION	118,642.77	12851
3. CAPITAL AREA TRANSPORTATION	WINTER TAX COLLECTION	510,401.67	12850
4. EAST LANSING PUBLIC SCHOOLS	SUMMER TAX COLLECTION	3,326.95	12852
5. AMIT GHOSE	33-02-02-33-478-005 OVER PMT OF WINTER TAXES 1991	78.42	12848
6. HASLETT PUBLIC SCHOOLS	WINTER AND SUMMER TAX COLLECTION	373,412.98	12853
7. INGHAM COUNTY LAND BANK	33-02-02-03-403-010/6200 COLUMBIA WINTER 2019 LAND	2,259.48	12854
8. INGHAM INTERMEDIATE SCHOOL	SUMMER TAX COLLECTION	7,814.07	12855
9. LANSING COMMUNITY COLLEGE	WINTER TAX COLLECTION	646,227.14	12856
10. LERETA	PARCEL 33-02-02-10-151-007 OVER PMT WINTER	591.76	12846
11. OKEMOS PUBLIC SCHOOLS	WINTER AND SUMMER TAX COLLECTION	991,885.17	12857
12. SOON YOUNG KANG	33-02-02-32-226-023 OVER PMT OF WINTER TAXES 3929	100.00	12858
13. STATE OF MICHIGAN	33-02-02-03-403-010 2019 WINTER COLLECTION TAX REV	531.30	12859
14. WFG LENDER SERVICES LLC	33-02-02-33-328-001 OVER PMT OF WINTER TAXES 2260	803.51	12860
15. WILLIAMSTON SCHOOLS	WINTER TAX COLLECTION	24,509.65	12861
TOTAL - ALL VENDORS		2,945,373.53	

Credit Card Report 1/30/2020 -2/12/2020

Posting Date	Merchant Name	Amount	Name
2020/01/30	THE HOME DEPOT #2723	\$11.77	LAWRENCE BOBB
2020/01/30	THE HOME DEPOT #2723	\$174.30	ROBERT STACY
2020/01/30	TRB WEBINAR	\$95.00	NYAL NUNN
2020/01/30	TREETOPS LODGING	\$342.90	FRANK L WALSH
2020/01/30	OFFICEMAX/OFFICEDEPT#3379	\$18.54	ROBIN FAUST
2020/01/30	PAYPAL *FATBOYBOARD	\$875.00	LUANN MAISNER
2020/01/30	TREETOPS LODGING	\$251.46	DEREK PERRY
2020/01/30	THE HOME DEPOT #2723	\$21.98	KEITH HEWITT
2020/01/30	AMAZON.COM*PC8F48KK3	\$28.75	MATT FOREMAN
2020/01/30	AMAZON.COM*3U6F79WT3	\$8.84	MICHELLE PRINZ
2020/01/30	AMZN MKTP US*PF5594PO3	\$74.96	MICHELLE PRINZ
2020/01/30	THE HOME DEPOT 2723	\$204.53	CATHERINE ADAMS
2020/01/30	AMZN MKTP US*6B4114BH3	\$80.11	CATHERINE ADAMS
2020/01/31	THE HOME DEPOT #2723	\$34.93	ROBERT STACY
2020/01/31	AMZN MKTP US*0W3T00VN3	\$54.99	BENJAMIN MAKULSKI
2020/01/31	HEIGHTS AUTO PARTS	\$175.00	JIM HANSEN
2020/01/31	THE HOME DEPOT #2723	\$5.97	KYLE FOGG
2020/01/31	PMT*SHOPNEXGRILL	\$17.48	WILLIAM RICHARDSON
2020/01/31	INGHAM COUNTY ROD	\$60.00	YOUNES ISHRAIDI
2020/01/31	MI STATE POLICE PMTS	\$200.00	ANDREW MCCREADY
2020/01/31	MI STATE POLICE PMTS	\$175.00	ANDREW MCCREADY
2020/01/31	MI STATE POLICE PMTS	\$175.00	ANDREW MCCREADY
2020/01/31	AMZN MKTP US*Y05YJ8W03	\$40.14	MICHELLE PRINZ
2020/01/31	LANSING COMMUNITY COLL	\$93.50	WILLIAM PRIESE
2020/02/03	HASLETT TRUE VALUE HARDW	\$15.17	MATTHEW WALTERS
2020/02/03	THE HOME DEPOT #2723	\$79.98	LAWRENCE BOBB
2020/02/03	THE HOME DEPOT #2723	\$79.98	LAWRENCE BOBB
2020/02/03	THE HOME DEPOT #2723	\$46.41	LAWRENCE BOBB
2020/02/03	HEIGHTS AUTO PARTS	(\$50.00)	JIM HANSEN
2020/02/03	U-PULL AND SAVE AUTO PAR	\$4.30	JIM HANSEN
2020/02/03	EIG*CONSTANTCONTACT.COM	\$936.00	ANDREA SMILEY
2020/02/03	TREETOPS LODGING	(\$171.45)	FRANK L WALSH
2020/02/03	PP*MIAGRITOURISM	\$150.00	ROBIN FAUST
2020/02/03	NATIONAL RECREATION & PA	\$75.00	LUANN MAISNER
2020/02/03	MSU PAYMENTS	\$75.00	LUANN MAISNER
2020/02/03	MICHIGAN ASSOCIATION OF P	\$105.00	PETER MENSER
2020/02/03	LOWES #01596*	\$129.00	KEITH HEWITT
2020/02/03	HYATT PLACE DETROIT NOVI	\$462.76	MICHAEL DEVLIN
2020/02/03	AMZN MKTP US*SW1B73UJ3	\$202.89	MICHELLE PRINZ
2020/02/03	MEIJER # 025	\$39.99	WILLIAM PRIESE
2020/02/03	SOLDANS FEEDS & PET S	\$42.89	CATHERINE ADAMS
2020/02/04	FORESIGHT GROUP INC	\$17.00	KRISTI SCHAEING
2020/02/04	FORESIGHT GROUP INC	\$18.00	KRISTI SCHAEING
2020/02/04	AMZN MKTP US*8B9G63TD3	\$6.99	KRISTI SCHAEING
2020/02/04	AMZN MKTP US*IA3485K23	\$31.06	KRISTI SCHAEING
2020/02/04	LAW ENFORCEMENT SEMINARS	\$350.00	ANDREW MCCREADY
2020/02/04	PAYPAL *MFIS	\$225.00	TAVIS MILLEROV
2020/02/04	AMAZON.COM*637389L33 AMZN	\$10.66	MICHELLE PRINZ
2020/02/05	LOWES #01596*	\$200.52	LAWRENCE BOBB
2020/02/05	GOODYEAR COMMERCIAL TIRE	\$100.00	JIM HANSEN
2020/02/05	THE HOME DEPOT #2723	\$34.69	CHAD HOUCK
2020/02/05	THE HOME DEPOT #2723	\$41.28	CHAD HOUCK

2020/02/05	SIMPLISAFE	(\$24.99)	KYLE ROYSTON
2020/02/05	MIDWEST POWER EQUIPMENT	\$99.88	MIKE ELLIS
2020/02/05	GRAINGER	\$47.69	MIKE ELLIS
2020/02/05	LAW ENFORCEMENT SEMINARS	(\$350.00)	ANDREW MCCREADY
2020/02/05	THE AUTOMATIC FIRE ALARM	\$350.00	TAVIS MILLEROV
2020/02/05	THE AUTOMATIC FIRE ALARM	\$25.00	TAVIS MILLEROV
2020/02/05	THE HOME DEPOT #2723	\$105.06	KEITH HEWITT
2020/02/05	MICHIGAN ELECTRIC SUPPLY	\$44.00	KEITH HEWITT
2020/02/05	AMZN MKTP US*867SO80K3	\$231.88	MICHELLE PRINZ
2020/02/05	TOP HAT CRICKET FARM INC	\$46.26	CATHERINE ADAMS
2020/02/05	THE HOME DEPOT #2723	\$23.08	CATHERINE ADAMS
2020/02/05	AMZN MKTP US*K65LB3JU3	\$89.05	CATHERINE ADAMS
2020/02/06	THE HOME DEPOT #2723	\$47.75	LAWRENCE BOBB
2020/02/06	LANSING PARKING RAMP TIBA	\$10.00	ROBERT STACY
2020/02/06	SHAHEEN CHEVROLET	\$101.96	JIM HANSEN
2020/02/06	LANSING PARKING RAMP TIBA	\$2.00	NYAL NUNN
2020/02/06	LANSING PARKING RAMP TIBA	\$10.00	CHAD HOUCK
2020/02/06	4IMPRINT	\$170.82	ANDREA SMILEY
2020/02/06	STATE MI DLEG LIQUOR LIC	\$50.00	ROBIN FAUST
2020/02/06	KIMBALL MIDWEST PAYEEZY	\$249.38	TODD FRANK
2020/02/06	BANNASCH WELDING INC	\$19.99	TODD FRANK
2020/02/06	MERRILL FORD OKEMOS	\$225.50	TODD FRANK
2020/02/06	MERRILL FORD OKEMOS	\$125.55	TODD FRANK
2020/02/06	THE HOME DEPOT #2723	\$33.51	DAVID LESTER
2020/02/06	LANSING PARKING RAMP TIBA	\$10.00	MATT FOREMAN
2020/02/06	AMAZON.COM*CS7O61EX3 AMZN	\$6.89	MICHELLE PRINZ
2020/02/06	AMAZON.COM*EY4QE7JS3	\$10.17	MICHELLE PRINZ
2020/02/06	AMAZON.COM*UG70184Q3	\$205.35	CATHERINE ADAMS
2020/02/07	LOWES #01596*	\$39.88	LAWRENCE BOBB
2020/02/07	LANSING PARKING RAMP TIBA	\$10.00	ROBERT STACY
2020/02/07	LANSING PARKING RAMP TIBA	\$10.00	TYLER KENNEL
2020/02/07	LANSING PARKING RAMP TIBA	\$6.00	NYAL NUNN
2020/02/07	JACK DOHENY COMPANIES	\$175.00	CHAD HOUCK
2020/02/07	LANSING PARKING RAMP TIBA	\$10.00	CHAD HOUCK
2020/02/07	LANGUAGE LINE	\$21.09	KRISTI SCHAEING
2020/02/07	AMZN MKTP US*ME89414N0	\$77.98	KRISTI SCHAEING
2020/02/07	HASLETT TRUE VALUE HARDW	\$9.49	DAN PALACIOS
2020/02/07	BUFFALO WILD WINGS 3610	\$22.87	KEN PLAGA
2020/02/07	THE HOME DEPOT #2723	\$39.98	KEITH HEWITT
2020/02/07	AMAZON.COM*OH4KF2D63	\$34.74	MICHELLE PRINZ
2020/02/07	TOP HAT CRICKET FARM INC	\$28.26	CATHERINE ADAMS
2020/02/10	HASLETT TRUE VALUE HARDW	\$16.97	MATTHEW WALTERS
2020/02/10	THE HOME DEPOT 2723	\$83.85	DEREK BURCHAM
2020/02/10	THE HOME DEPOT #2723	\$74.85	ROBERT STACY
2020/02/10	THE HOME DEPOT #2723	\$31.44	ROBERT STACY
2020/02/10	THE HOME DEPOT #2723	\$149.00	TYLER KENNEL
2020/02/10	FERGUSON WTRWRKS #3386	\$4.88	CHAD HOUCK
2020/02/10	ELEARNING AMERICAN	\$15.00	WILLIAM RICHARDSON
2020/02/10	LEXISNEXIS RISK SOL EPIC	\$150.00	KRISTI SCHAEING
2020/02/10	AMAZON.COM*E57864KD3 AMZN	\$110.68	KRISTI SCHAEING
2020/02/10	AMAZON.COM*LB34Z49S3 AMZN	\$13.26	KRISTI SCHAEING
2020/02/10	DISPATCH SPORTS PUB &	\$23.81	RICHARD GRILLO
2020/02/10	THE HOME DEPOT #2723	\$67.35	DAVID LESTER
2020/02/10	UCCELLOS DOWNTOWN	\$20.30	KEN PLAGA
2020/02/10	ELLIS MIDTOWN RAMP	\$17.50	KEN PLAGA

2020/02/10	MCDONALD'S F24103	\$5.28	KEN PLAGA
2020/02/10	AMWAY GRAND PLAZA HOTE	\$616.50	KEN PLAGA
2020/02/10	BULL'S HEAD	\$35.62	KEN PLAGA
2020/02/10	THE HOME DEPOT 2723	\$215.45	MATT FOREMAN
2020/02/10	AMAZON.COM*IL37H2EP3 AMZN	\$227.20	MICHELLE PRINZ
2020/02/10	WWW.RAFT911.ORG	\$125.00	WILLIAM PRIESE
2020/02/10	SOLDANS FEEDS & PET S	\$33.88	CATHERINE ADAMS
2020/02/11	MEIJER # 025	\$15.74	WILLIAM RICHARDSON
2020/02/11	BANNASCH WELDING INC	\$22.84	TODD FRANK
2020/02/11	IN *KODIAK EMERGENCY EQUI	\$245.14	TODD FRANK
2020/02/11	IN *KODIAK EMERGENCY EQUI	\$241.51	TODD FRANK
2020/02/11	IN *KODIAK EMERGENCY EQUI	\$239.18	TODD FRANK
2020/02/11	IN *KODIAK EMERGENCY EQUI	\$245.14	TODD FRANK
2020/02/11	IN *BLUEFISH ADVERTISING,	\$296.00	RICHARD GRILLO
2020/02/12	THE HOME DEPOT #2723	\$3.85	LAWRENCE BOBB
2020/02/12	THE HOME DEPOT #2723	\$149.00	ROBERT STACY
2020/02/12	WHITEPAGES	\$4.99	PHIL DESCHAIINE
2020/02/12	ELEARNING AMERICAN	\$28.50	WILLIAM RICHARDSON
2020/02/12	MAB	\$500.00	ANDREA SMILEY
2020/02/12	BEST BUY 00004168	\$59.99	ROBIN FAUST
2020/02/12	OFFICEMAX/OFFICEDEPT#3379	\$44.76	DEREK PERRY
2020/02/12	AMWAY GRAND PLAZA HOTE	(\$30.60)	KEN PLAGA
2020/02/12	WHIRLY BALL NOVI	\$200.00	MICHAEL DEVLIN
2020/02/12	THE HOME DEPOT #2723	\$115.91	MATT FOREMAN
2020/02/12	AMZN MKTP US*YZ65D4V33	\$165.41	MICHELLE PRINZ
2020/02/12	SMEMSIC	\$75.00	WILLIAM PRIESE
2020/02/12	PARKING EP/PS	\$1.25	CATHERINE ADAMS

Total	\$13,590.77
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ACH Transactions

Date	Payee	Amount	Purpose
1/30/2020	Blue Care Network	\$ 12,721.18	Employee Health Insurance
1/30/2020	Blue Care Network	\$ 60,360.40	Employee Health Insurance
1/31/2020	Nationwide	\$ 3,590.25	Payroll Deductions 1/31/2020
1/31/2020	ICMA	\$ 37,532.68	Payroll Deductions 1/31/2020
1/31/2020	State of MI	\$ 45,908.80	MI Bus Tax
1/31/2020	Various Financial Institutions	\$ 264,358.68	Direct Deposit 1/31/2020
1/31/2020	IRS	\$ 93,868.50	Payroll Taxes 1/31/2020
2/5/2020	Blue Care Network	\$ 11,660.14	Employee Health Insurance
2/5/2020	Health Equity	\$ 821.60	Employee Health Savings Contribution
2/10/2020	Delta Dental	\$ 14,088.19	Employee Dental Insurance
2/10/2020	Invoice Cloud	\$ 924.55	Utility transaction Fees
2/11/2020	Consumers	\$ 62,230.94	Utilities
2/12/2020	MCT - Utilities	\$ 628.20	Water / Sewer for MCT
2/12/2020	Blue Care Network	\$ 8,412.27	Employee Health Insurance
Total ACH Payments		<u><u>\$ 617,106.38</u></u>	



9.D

To: Township Board
From: Mark Kieselbach, Director of Community Planning and Development
Date: February 14, 2020
Re: Redi-Ride Change in Hours

In 2018 Capital Area Transportation Authority (CATA) and the Township agreed to amend the Redi-Ride Service Agreement to extend the hours. The morning hours went from 9:00 a.m. to 7:30 a.m. and the evening hours went from 5:00 p.m. to 6:30 p.m. The extended hours in the morning has become very popular. From August 27, 2018 to September 30, 2019, 767 rides were taken Monday through Friday between 7:30 a.m. – 8:00 a.m. During that same time period the extended hours in the evening has not had a large number of rides taken with 139 rides between 6:00 p.m. – 6:30 p.m.

The Transportation Commission met with CATA in November to discuss the ridership numbers. Based on the ridership demand the Transportation Commission has recommended the time in the morning be increased a half hour to 7:00 a.m. and decreased a half hour in the evening to 6:00 p.m. CATA indicated they could implement the change in service hours if approved by the Township. A motion consistent with the Transportation Commission recommendation has been provided for the Board's consideration.

- **Move to authorize the Township Supervisor and Township Manager to execute an amendment to the Redi-Ride Service Agreement to increase the service time in the morning to 7:00 a.m. and decrease the service time in the evening to 6:00 p.m. Monday through Friday.**

Attachments

1. Redi-Ride Service Agreement
2. Extended Hours Ridership (8/27/18 – 9/30/19)

REDI-RIDE SERVICE AGREEMENT

This Agreement is made this 18th day of September, 2019, between THE CHARTER TOWNSHIP OF MERIDIAN (the "Township"), and CAPITAL AREA TRANSPORTATION AUTHORITY ("CATA").

RECITALS:

- A. CATA provides public transportation services within its service area of Eaton, Ingham, and Clinton Counties and has been providing redi-ride services within the Township in accordance with letter service agreements between CATA and the Township dated May 19, 2000, August 11, 2004, June 20, 2018 and May 15, 2019 (the "Letter Service Agreements").
- B. The Township partially funds the Redi-Ride Service through a Township transportation millage that was approved on November 3, 2009, at the restored rate of 0.2 mills for ten (10) years, 2009 through 2019, inclusive.
- C. The Township and CATA desire to document their agreement that CATA provide Redi-Ride Service and that the Township levy the Township Millage through 2024 and pay Township Millage revenues to CATA.

NOW THEREFORE, CATA and the Township agree, as follows:

1. Redi-Ride Service. CATA will provide Redi-Ride Service through December 31, 2024 within the Township and from the Township to five (5) Special Destinations, as follows:
 - (a) Bus Schedules. Redi-Ride Service will be provided in the Township on the following schedule:
 - (1) Monday through Friday:
 - Two (2) buses from 7:30 a.m. to 4:00 p.m.
 - One (1) bus from 10:00 a.m. to 6:30 p.m.
 - One (1) bus from 1:45 p.m. to 6:30 p.m.
 - One (1) bus from 1:45 p.m. to 5:00 p.m.*
 - (2) Saturday:
 - Two (2) buses from 9:00 a.m. to 5:00 p.m.
 - One (1) bus from 10:00 a.m. to 2:00 p.m.*
 - (b) Special Destinations. Special Destinations service will only stop at the five (5) Special Destinations listed below and locations in the Township. There will be no pick-up or drop-off of customers outside of the Township other than at the Special Destinations, which are:

**Represents newly-added service*

- (1) College Fields Development at Hagadorn and Bennett Roads.
 - (2) Costco Wholesale, 2540 E Saginaw Hwy, East Lansing, MI 48823.
 - (3) East Lansing Aquatic Center, 6400 Abbot Road, East Lansing, 48823, (Seasonal Only).
 - (4) MSU Clinical Center, 804 Service Road, East Lansing, 48824.
 - (5) Meijer – Bath Township, 7157 E. Saginaw Hwy., East Lansing, 48823.
- (c) Trip Scheduling. Trips shall be scheduled in accordance with procedures and requirements established by CATA for its redi-ride services.
2. Township Millage. The Township shall levy the Township Millage through 2024. The Township is responsible for collecting the Transportation Millage and paying these funds to CATA the month following receipt. The Township shall not be responsible for providing any transportation services under this Agreement.
3. Fares and Grants. CATA shall retain all fares collected in connection with Redi-Ride Service and government assistance, grants, or subsidies paid in connection with the Redi-Ride Service. Fares shall be as follows:
 - \$2.50 Regular one-way fare (including Students)
 - \$1.25 Discounted one-way fare (Seniors 62 and older and customers with disabilities)
4. Review and Reports.
 - (a) CATA and Meridian Township shall be available at reasonable times to meet and discuss the services provided, the budget for services, expenditures made for services, tax receipts, and other subjects of concern to the parties regarding this service.
 - (b) CATA will provide the Township and Transportation Commission written reports on a quarterly basis, addressing, among other matters, ridership, scheduling, hours of operation, agreement compliance, complaints and their disposition, and recommended program adjustments. The Township will provide CATA with such reasonable reports and information regarding the services as each may request.
5. Termination. Should CATA determine that Transportation Millage funds received from the Township are not or will not be sufficient to maintain Redi-

Ride Service, CATA and the Township will discuss service reductions and other alternatives. Should the parties fail to agree on such service reductions or alternatives, CATA may terminate Redi-Ride Service upon sixty (60) days written notice to the Township, in which case CATA will refund to Township Millage funds received in excess of charges and costs paid or incurred by CATA for Redi-Ride Service.

In the event that any of the provisions of this agreement are violated by CATA, or by any of its subcontractors, the Township may serve written notice upon CATA of its intention to terminate the agreement, such notice to contain the reasons for terminating the agreement, and unless within sixty (60) days after the serving of such notice upon CATA, the violation shall cease and satisfactory arrangement for correction be made, the Agreement shall cease and terminate.

6. Miscellaneous.

- (a) The schedules and services are subject to disruption or variance from time to time due to factors generally affecting CATA services, such as weather, construction, traffic incidents, and other variables.
- (b) CATA will not be required to provide Redi-Ride Service to areas within the service area or to Special Destinations when access to such areas or Special Destinations is impeded or unsafe.
- (c) Redi-Ride Service is subject to CATA's policies, procedures, and practices for its transportation system and federal and state requirements. For example, CATA service is open to the public and not restricted to Meridian Township residents. Passengers using the Redi-Ride Service must pay established fares, which may change from time-to-time.
- (d) If Redi-Ride Service cannot be provided due to causes outside of the control of the parties, or because of war, declaration of local state or national emergency, riot, acts of God or public enemy, or labor actions such as strike, work stoppage, or slowdown, Redi-Ride Service may be limited or discontinued by CATA. If such event occurs, CATA will be available at the request of Township to discuss mutually acceptable alternatives.
- (e) CATA will provide Redi-Ride Service as an independent public transportation authority and not as an agent of Township. Township shall not exercise any control or supervision of CATA's operators, other employees, or contractors or over CATA's vehicles or property.
- (f) CATA will implement new technology including online mobile access for scheduling and tracking rides.

- (g) All notices required under this Agreement shall be given in writing, signed by an authorized representative, and be personally delivered or delivered by overnight courier, or certified mail (return receipt requested), to the addresses set forth below:

To CATA: Chief Executive Officer
Capital Area Transportation
Authority 4615 Tranter Street
Lansing, MI 48910

With a copy to: Lindsay Dangl
Murphy & Spagnuolo, PC
2123 University Park Drive
Okemos, MI 48864

To Meridian Township: Attn: Township Supervisor
Charter Township of Meridian
Meridian Township
5151 Marsh Road
Okemos, MI 48864

With copies to: Attn: Township Clerk
and Township Manager
Charter Township of Meridian
Meridian Township
5151 Marsh Road
Okemos, MI 48864

- (h) This Agreement and any documents executed pursuant to this Agreement may be executed in any number of counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument. Any fax transmission of any signature shall be deemed an original and bind such party.
- (i) This Agreement constitutes the entire agreement between the parties and supersedes all negotiations, commitments, and previous agreements, including the Letter Agreements, and may be modified only by a further written agreement which is executed by a duly authorized officer of each of the parties.
- (j) This Agreement is exclusively between CATA and the Township and not for the benefit of or enforceable by any third party.
- (k) This Agreement may not be assigned by either party.
7. This Agreement is effective on the date first above written.

CAPITAL AREA TRANSPORTATION AUTHORITY
MERIDIAN

THE CHARTER TOWNSHIP OF

By: 

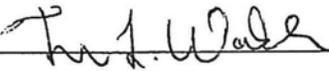
Nathan A. Triplett, Board Chair

By: 

Ronald J. Styka
Township
Supervisor

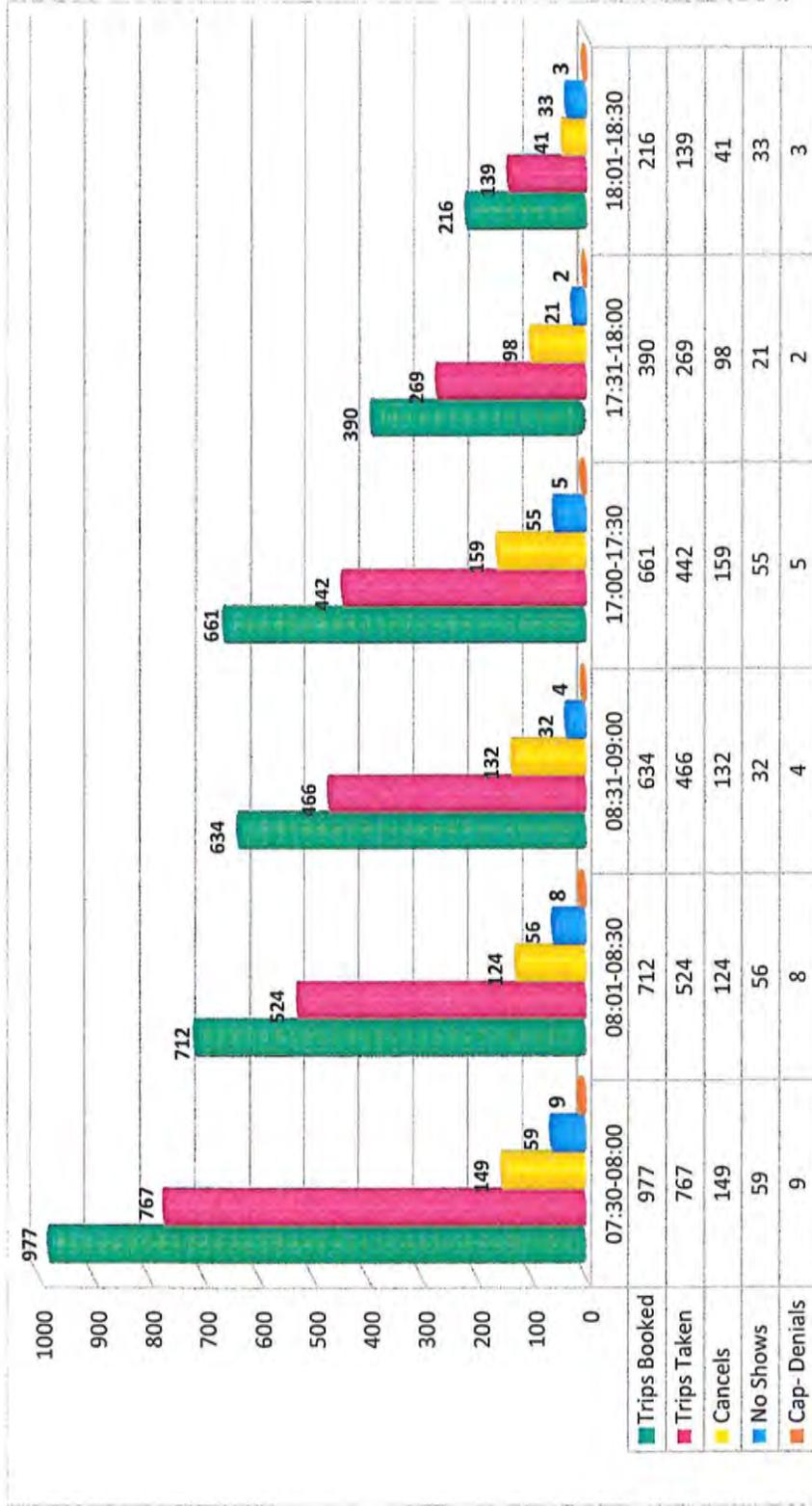
By: 

Bradley T. Funkhouser, AICP
Chief Executive Officer

By: 

Frank L. Walsh
Township Manager

Meridian Redi-Ride extended hours ridership August 27, 2018 – September 30, 2019



Meridian Redi-Ride ridership in half hour increments includes trips booked, trips taken, cancels, no-shows and capacity denials



To: Board Members
From: Ronald J. Styka, Township Supervisor
Date: February 14, 2020
Re: Brownfield Redevelopment Authority Appointment

The Brownfield Redevelopment Authority recently received the resignation of John Scott-Craig, his term expires on December 31, 2020.

As a result of the vacancy, the Planning Commission is recommending David Premoe be appointed to fill the vacancy as the Planning Commission representative.

The following motion is proposed for Board consideration:

MOVE TO APPROVE THE APPOINTMENT OF DAVID PREMOR TO THE BROWNFIELD REDEVELOPMENT AUTHORITY FOR A TERM ENDING 12/31/2020.

Attachment:

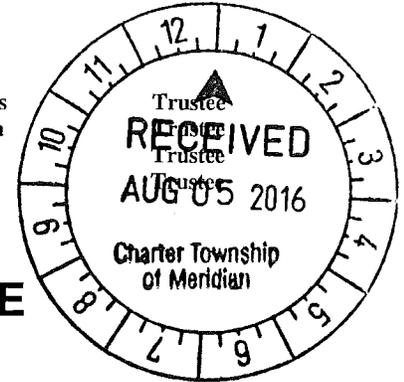
1. Application for Public Service

CHARTER TOWNSHIP OF MERIDIAN

Elizabeth Ann LeGoff Supervisor
 Brett Dreyfus Clerk
 Julie Brixie Treasurer
 Frank L. Walsh Manager



Milton L. Scales
 Ronald J. Styka
 John Veenstra
 Angela Wilson



APPLICATION FOR PUBLIC SERVICE

I am interested in service on one or more of the following public bodies as checked below:

- | | |
|---|---|
| <input type="checkbox"/> Assessing Board of Review* | <input type="checkbox"/> Environmental Commission |
| <input type="checkbox"/> Building and/or Fire Board of Appeals and Building Hearing Officer | <input type="checkbox"/> Land Preservation Advisory Board |
| <input type="checkbox"/> Cable Communications Commission* | <input type="checkbox"/> Park Commission (elected/appointed) |
| <input type="checkbox"/> Capital Area Transportation Authority (C.A.T.A.) | <input checked="" type="checkbox"/> <u>Planning Commission</u> |
| <input type="checkbox"/> Community Resources Commission | <input type="checkbox"/> Pension Trustees |
| <input type="checkbox"/> Downtown Development Authority* | <input type="checkbox"/> Township Board (elected/appointed) |
| <input type="checkbox"/> East Lansing-Meridian Water & Sewer Authority | <input type="checkbox"/> Zoning Board of Appeals |
| <input type="checkbox"/> Economic Development Corporation | <input type="checkbox"/> Lake Lansing Watershed Advisory Committee* |
| <input type="checkbox"/> Elected Officials Compensation Commission* | <input type="checkbox"/> Other |

(*Special conditions restrict eligibility for appointment)

Indicate areas not included above which may warrant special attention or study that are of interest to you:

Summarize your reasons for applying for this type of public service: *see attached*

Describe education, experience or training which will assist you if appointed. (Attach resume if available) *see attached*

Name: David P. Premoe
 Occupation: Retired Construction Manager Place of Employment: _____
 Home Address: 3884 Pine Knoll Drive, Okemos, MI 48864
 Phone: (days) (517) 349-6236 (evenings) same E-mail dpremoec@hotmail.com
 Signature David P. Premoe Date 08/05/2015

Other than the Downtown Development Authority Board, persons appointed to Meridian Township boards and commissions must be a resident and elector (if of voting age) of the Township during the term of office. Excessive absences may be cause for review of appointment.

(PLEASE USE BACK IF NEEDED)

The policy for appointment of candidates to the various public service positions is based on the following criteria: desire to serve, experience, expertise, availability of time to serve, and maintenance of equitable geographic representation. In most instances it will be desirable to develop further information through a personal interview. This application will be retained in township files for two years. Please return this form to the Office of the Clerk, Charter Township of Meridian.

FOR OFFICE USE ONLY			
Date Received	8.5.16	Distro: EL FW	Application # PC 1607
Registered Voter:	(Y/N)	MK	
Date Appointed:	12.13.16	BY MEMBERS	

Revised: May 29, 2013

5151 MARSH ROAD, OKEMOS, MICHIGAN 48864-1198 (517) 853-4000
www.meridian.mi.us



RESUME

David P. Premoe
3884 Pine Knoll Drive
Okemos, Michigan 48864

EDUCATION:

1965 Graduate of Okemos High School
1970 Graduate from Adrian College – BA in Business and English
1975 Graduate from Christian Theological Seminary – MAR Degree
1975 Graduate from Butler University - MA
1983 Graduate from University of MO at Kansas City – Masters of Public Admin.

WORK EXPERIENCE:

1965-1976 Construction laborer and labor foreman for Premoe Construction (summers)
1976-1986 Congregational Consultant for Community of Christ
1986-1996 President of Premoe Construction Co., Inc.
1996-2000 Construction Supervisor for Clark Construction, Lansing, Michigan
2000-2004 Construction Supervisor for J.M. Olson Construction, Detroit, Michigan
2004-2006 Project Manager for Clark Construction, Lansing, Michigan
2006-2009 Project Manager for Haussman Construction, Lansing, Michigan
2009-Present RETIRED
(During my construction career I was the lead supervisor or project manager on several one to forty-million-dollar commercial building projects.)

VOLUNTEER INVOLVEMENT:

Lay minister for Community of Christ
Bible Study facilitator
Open Table participant (a program for assisting young adults in making life transitions)

I have lived in Okemos for most of my life. My interest in serving on the Meridian Township Planning Commission stems from a desire to make a meaningful contribution to the community. I believe that my extensive experience in the construction industry as both a construction supervisor and project manager provide a solid background for participation as a planning commission member. My experiences as a member of the clergy have enhanced my people and communication skills. I am a good listener, team player, and a creative problem solver. Finally, as a retiree, I have the time to devote full energy to membership on the commission. For these reasons I believe that I would be an asset to the Meridian Township Planning Commission.



9.F.

To: Township Board Members

**From: Derek N. Perry, Deputy Township Manager
Director of Public Works & Engineering**

Younes Ishraidi, P.E., Chief Engineer

Date: February 13, 2020

Re: Haslett & Newman Road Water Main Replacement Contract

The proposals for the Haslett & Newman Road Water Main Water Main Replacement Contract were opened on June 27, 2019. The following proposals were received:

C & D Hughes Inc., Charlotte, MI	\$ 395,800
ET MacKenzie Company, Grand Ledge, MI	\$ 445,270
Scarlett Excavating, Inc., Lansing, MI	\$ 459,150
Mauldon Bros Construction, Mason, MI	\$ 487,500
Hoffman Brothers, Inc., Battle Creek, MI	\$ 589,900
Leavitt & Starck Excavating, Lansing, MI	\$ 692,570

We recommend C & D Hughes, Inc., of Charlotte, MI for this contract, in the amount of \$395,800. This contract is budgeted under account: 591-900.901-974.000.

Proposed Motion:

“Move to approve the Haslett & Newman Road Water Main Contract with C & D Hughes, Inc. in the amount of \$395,800, and authorize Deputy Township Manager, Derek Perry, to sign the contract.”



12.A

To: Township Board
From: Mark Kieselbach, Director of Community Planning and Development
Date: February 14, 2020
Re: Woodward Way PILOT

The Township Board at its meeting on February 4, 2020 discussed re-approving the PILOT for the Woodward Way housing project. The project will provide housing for persons of low to moderate income. Re-approving the PILOT will provide the applicant the time needed to meet the Township ordinance requirement for the construction of the housing project to commence within one year of the effective date of the Township Board resolution approving the tax exempt status. A resolution to re-approve the PILOT is attached. The following motion has been provided:

- **Move to approve the resolution to grant tax exempt status with Payment in Lieu of Taxes (PILOT) for the housing project known as Woodward Way.**

Attachment

1. Resolution

RESOLUTION TO APPROVE

**Tax Exempt Status with Payment In Lieu of Taxes
(Woodward Way Housing Project)**

RESOLUTION

At a regular meeting of the Township Board of the Charter Township of Meridian, Ingham County, Michigan, held at the Meridian Municipal Building, in said Township on the 18th day of February, 2020, at 6:00 p.m., Local Time.

PRESENT: _____

ABSENT: _____

The following resolution was offered by _____ and supported by _____.

WHEREAS, the Township Board in 1995 enacted an ordinance pursuant to Section 15a of the State Housing Development Authority Act of 1966, being MCL 125.1415a, which limited the class of housing projects that qualify to pay the Township an annual service charge for public services in lieu of taxes (PILOT); and

WHEREAS, on September 17, 2019 the Township Board adopted Ordinance No. 2019-14 amending Chapter 66, Article II of the Code of Ordinances to make tax exemptions and payments in lieu of taxes available to qualified housing projects for persons of low and moderate income in accordance with criteria established by state and/or federal laws; and

WHEREAS, Woodward Way Limited Dividend Housing Association Limited Partnership, as owner of the Woodward Way housing project, located in the Charter Township of Meridian, has requested tax exempt status from all property taxes during and after commencement of construction of the housing project pursuant to the Township's ordinance as amended; and

WHEREAS, the Woodward Way housing project is eligible for the requested exemption and payment in lieu of taxes and without such treatment the construction and operation of the housing project would not be feasible; and

WHEREAS, the Woodward Way housing project development will be maintained as housing for persons of low to moderate income for 45 years, representing its economic life; and

WHEREAS, the Township Board has determined that it is in the best interest of the Township to encourage housing projects for persons of low to moderate income by granting Woodward Way a tax exemption with payment in lieu of taxes; and

WHEREAS, the Township Board at a regular meeting held on September 17, 2019 granted tax exempt status to the Woodward Way housing project; and

**Resolution to Approve (Tax Exempt Status with Payment in Lieu of Taxes)
Woodward Way Housing Project (February 18, 2020)**

Page 2

WHEREAS, Woodward Way Limited Dividend Housing Association Limited Partnership is not able to commence construction of the housing project within one year from the effective date of the Township Board's September 17, 2019 resolution granting tax exempt status and has requested the PILOT be re-approved.

NOW, THEREFORE, BE IT RESOLVED BY THE TOWNSHIP BOARD OF THE CHARTER TOWNSHIP OF MERIDIAN, INGHAM COUNTY, MICHIGAN, in reliance on, in consideration of, and incorporating the foregoing, that the housing project known as Woodward Way and the property on which said housing project is developed shall be exempt from all property taxes which shall remain in effect and shall not terminate for so long as the housing project is subject to a federally-aided or authority-aided mortgage or an advance or grant from the authority is outstanding, but not to exceed 45 years.

BE IT FURTHER RESOLVED that the Charter Township of Meridian will accept payment of an annual service charge for public services in lieu of all property taxes in an amount equal to five percent of the annual shelter rents for the Woodward Way housing project, said payments to be due on or before July 1 of each year and otherwise payable in the same manner as general property taxes are payable to the Township.

BE IT FURTHER RESOLVED that the tax exempt status granted by the Township Board shall be forfeited unless construction of the housing project to which such status is granted is commenced within one year from the effective date of this resolution approving that status.

BE IT FURTHER RESOLVED that the tax exempt status of the property is conditioned on the housing project being subject to a federally-aided or Authority-aided mortgage or advance or grant from the Authority or income and rent restrictions under Section 42 of the Internal Revenue Code.

BE IT FURTHER RESOLVED that this Resolution shall and does have binding contractual effect on the Township and Woodward Way Limited Dividend Housing Association Limited Partnership, with the Authority as third party beneficiary under the contract, to provide the tax exemption and accept payments in lieu of taxes, as previously described in this Resolution by the Township Board.

BE IT FURTHER RESOLVED that the Township Board authorizes the Township Manager to execute such agreements and other documents that may be necessary or proper to effect this Resolution or arising out of or in connection with the payment in lieu of taxes.

ADOPTED: YEAS: _____

NAYS: _____

**Resolution to Approve (Tax Exempt Status with Payment in Lieu of Taxes)
Woodward Way Housing Project (February 18, 2020)**

Page 3

STATE OF MICHIGAN)

)ss

COUNTY OF INGHAM)

I, the undersigned, the duly qualified and acting Clerk of the Charter Township of Meridian, Ingham County, Michigan, DO HEREBY CERTIFY that the foregoing is a true and complete copy of a resolution adopted at a regular meeting of the Township Board on the 18th day of February, 2020.

Brett Dreyfus, Clerk
Charter Township of Meridian



12.B

To: Township Board

From: Mark Kieselbach, Director of Community Planning and Development
Peter Menser, Principal Planner

Date: February 12, 2020

Re: Rezoning #19100 (Durow) 1259 Grand River Avenue RR and RRA to C-2

The Township Board discussed Rezoning #19100 at its meeting on February 4, 2020. It was the consensus of the Board to consider a resolution to deny the rezoning at its next meeting on February 18, 2020.

Township Board Options

The Township Board may approve or deny the proposed rezoning from RR (Rural Residential) and RRA (Single Family-Suburban Estates) to C-2 (Commercial). If the Board amends the proposal, the request may be referred back to the Planning Commission for a recommendation. A resolution to deny the rezoning is provided.

- **Move to adopt the resolution to deny Rezoning #19100 to rezone 1.487 acres at 1259 Grand River Avenue from RR (Rural Residential) and RRA (Single Family-Suburban Estates) to C-2 (Commercial).**

Attachment

1. Resolution to deny.

G:\Community Planning & Development\Planning\REZONINGS (REZ)\2019\REZ 19100 (Durow)\REZ 19100.tb2.docx

RESOLUTION TO DENY

**Rezoning #19100
1259 Grand River Avenue**

RESOLUTION

At a regular meeting of the Township Board of the Charter Township of Meridian, Ingham County, Michigan, held at the Meridian Municipal Building, in said Township on the 18th day of February, 2020, at 6:00 p.m., Local Time.

PRESENT: _____

ABSENT: _____

The following resolution was offered by _____ and supported by _____.

WHEREAS, Gary Durow requested the rezoning of approximately 1.487 acres located at 1259 Grand River Avenue from RR (Rural Residential) and RRA (Single Family-Suburban Estates) to C-2 (Commercial); and

WHEREAS, the Planning Commission held a public hearing on the request at its regular meeting on December 16, 2019 and at its meeting on January 13, 2020 recommended denial of the rezoning request; and

WHEREAS, in a letter dated January 22, 2020 the applicant offered the following voluntary conditions on the rezoning: 1) no drive-through windows 2) no fast food restaurants 3) no bars 4) no gas stations 5) no customer use after 12:00 a.m.; and

WHEREAS, the Township Board discussed the proposed rezoning and related conditions at its meeting on February 4, 2020 and reviewed the staff and Planning Commission materials provided under a cover memorandum dated January 30, 2020; and

WHEREAS, the current residential zoning of the subject property is consistent with the residential zoning of adjacent properties to the east, west, north, and south of the site; and

WHEREAS, the current residential use of the subject property is consistent with the residential use of adjacent properties to the east, west, and south of the site; and

WHEREAS, the C-2 zoning proposed by the applicant is inconsistent with the R2-Residential Future Land Use Map designation in the 2017 Master Plan; and

WHEREAS, the applicant has not adequately demonstrated why the requested rezoning to C-2 is appropriate or why the current RR and RRA zoning is unreasonable; and

WHEREAS, the subject property could be used as currently zoned.



To: Board Members
From: Ronald J. Styka, Township Supervisor
Date: February 14, 2020
Re: Community Resources Commission Appointment

The Community Resources Commission recently received the resignation of Donna Kregelka, her term expires on December 31, 2020.

As a result of the vacancy, I am recommending Zachary Kreiger be appointed to fill the vacancy. His information and Public Service application is attached.

The following motion is proposed for Board consideration:

MOVE TO APPROVE THE APPOINTMENT OF ZACHARY KREIGER TO THE COMMUNITY RESOURCES COMMISSION FOR A TERM ENDING 12/31/2020.

Attachment:

1. Application for Public Service

Riley Millard

From: webmaster@meridian.mi.us
Sent: Friday, January 11, 2019 11:34 AM
To: Michelle Prinz; Deborah Guthrie; Erin Cornett; Brett Dreyfus; Riley Millard
Subject: Public Service Form Received

A new entry to a form/survey has been submitted.

Form Name: Public Service Application Form
Date & Time: 01/11/2019 11:34 AM
Response #: 23
Submitter ID: 8341
IP address: 172.25.96.105
Time to complete: 23 min. , 40 sec.

Survey Details

Page 1



Public Service Application Form

I am interested in service on one or more of the following public bodies as checked below:

***Special conditions restrict eligibility for appointment**

1.

Community Resources Commission

Communications Commission*

Environmental Commission

Park Commission (Elected/Appointed)

2. Occupation:

Marketing Specialist

3. Indicate areas not included above which may warrant special attention or study that are of interest to you:

Communications, marketing, events

4. Describe education, experience or training which will assist you if appointed:

Meridian Township - Community Branding Project 2016

- Lead Marketing Specialist (M3 Group) on the project
- Brand Development Committee leader & Liaison to the Township

Professional

- M3 Group - Buzz Team (internal activities and company culture committee)
- American Cancer Society - Real Men Wear Pink (2018)
- Lansing Rotary (2015-2017)
- Capital City Comic Con (2015/16); Principal contributor, Sponsorship coordinator

2010 - BAA Central Michigan University

- Sigma Pi - Delta Alpha: Treasurer, Communications chair, Recruitment chair, New Member guide
- Served on the Greek Leadership Council
- Central Michigan University Club Hockey (player); Communications & Marketing coordinator

5. Contact Information:

Name:	Zachary Krieger	Occupation:	Marketing Account Specialist
Place of Employment:	M3 Group	Home Address:	3550 W Arbutus Dr.
Phone (days):	(989) 598-5941	Phone (evenings):	"
Date:	1/11/2019		

6. Attach Resume and Cover Letter

Resume is attached [Z.Krieger_Res.pdf](#)

Thank you,
Meridian Township, MI

This is an automated message generated by the Vision Content Management System™. Please do not reply directly to this email.

ZACHARY KRIEGER

3550 W. Arbutus Dr., Okemos, MI 48864 | C: 989-598-5941 | zmkrieger@gmail.com

SUMMARY

Specializing in marketing project management, I am skilled at meeting tight deadlines in a fast-paced environment. Agency experience has given me in-depth knowledge of brand implementation, new/traditional media, media buying, public relations, social media and the latest market trends.

Other responsibilities include presentations, business generation and retention, proposal writing, strategic planning, internal communications and training new hires.

SKILLS

- Marketing strategy
- Account development
- Social media management
- MS Office
- Basic CMS/WordPress
- Strong communicator
- Project management
- Media planning & buying
- Digital media & SEO strategy
- Proven sales track record
- Baseline Adobe Creative Suite
- Skilled multi-tasker

EXPERIENCE

06/2014 to Present Senior Marketing Account Specialist – M3 Group – Lansing, MI

I am responsible for several accounts currently working with M3 Group. As the Senior Marketing Account Specialist, I act as the communication liaison between the client and our team. I oversee all aspects of the client's customized marketing plan and take part in the strategic coordination and implementation of tactics. I am well versed in branding, new/traditional media, media buying, public relations, social media and more; regularly managing and updating web and social channels for my clients. I am also involved with internal agency practices, including training for newly hired team members.

08/2011 to 06/2014 Account Executive – MacDonald Broadcasting – Lansing, MI

Managed a portfolio of accounts in the Lansing market, selling radio advertising. I wrote, proofed and helped produce creative, monitored traffic and invoicing, gave sales presentations and implemented social and promotional initiatives. Consistently exceeded sales goals and achieved monthly bonuses.

EDUCATION & MISC

2010 B.A.A – Communications & Fine Arts – Central Michigan University
**Concentration in Marketing, Communications*

2018 American Cancer Society (Lansing) – Real Men Wear Pink

2015 – 2017 Lansing Rotary

2015 – 2017 Capital City Comic Con – Principal Contributor/Planning Committee

2015 Capital City Film Festival – Volunteer



12. D

To: Board Members
From: Ronald J. Styka, Township Supervisor
Date: February 14, 2020
Re: Winter 2020 Study Session Date

Several Board members have indicated a desire to meet with the Environmental Commission to discuss key issues. The issues include, but not limited to, Climate Action Report Year II, Climate Emergency Resolution and PAH (Coal Tar Sealant) Recommendation. Since there are some significant issues to cover, I believe a study session would provide the appropriate venue. This will allow members of the Environmental Commission, and the Township Board, plenty of time to discuss the issues. We could also share ideas on the \$10,000 budgeted in 2020 for environmental sustainability. Of course, this is addition to the \$100,000 earmarked for solar expansion.

I'm recommending we make the regularly scheduled Township Board meeting on Tuesday, March 31, 2020 the study session.

Motion for Township Board's Consideration:

MOVE TO APPROVE A TOWNSHIP BOARD STUDY SESSION ON TUESDAY, MARCH 31, 2020 AT 6:00PM AT THE TOWNSHIP MUNICIPAL BUILDING IN THE TOWN HALL ROOM.



To: Township Board
From: Peter Menser, Principal Planner
Date: February 13, 2020
Re: Form-Based Code

The Planning Commission began discussing the adoption of a Form-Based Code (FBC) in early 2019. The FBC initiative is an off-shoot of the Shaping the Avenue project administered by the Capital Area Transportation Authority (CATA), which sought to develop consistent design and zoning policies for properties along the Grand River Avenue corridor. Shaping the Avenue was led by a team consisting of architecture, planning, and design consultants with a goal of providing municipalities along the corridor with draft form-based code ordinance language for potential adoption.

Since the Shaping the Avenue project ended the Planning Commission has been working on refining draft form-based code ordinance language based on the ordinance presented by the consultant team. The focus is specifically on Grand River Avenue from Park Lake Road to Brookfield Drive, with the ultimate goal to extend the ordinance to other commercial hubs in the Township. The Planning Commission is interested in developing an ordinance that would be required, not optional. Elements of the code will include many provisions typical in a zoning ordinance, such as building height, window coverage, and setbacks, but will also include details on specific design elements.

One of the primary themes of the code will be reduced setbacks, parking only in side or rear yards, and detailed architectural standards, particularly as it relates to the streetscape/pedestrian interface. The other primary theme is a streamlining of the development review process. Once form-based code is adopted the review process will go straight to staff-led Site Plan Review. Planning Commission and Township Board input will be in the development of the ordinance language itself, not on a project-by-project basis; the idea being that the Board will have already established their vision for the built environment, making further review unnecessary. With form-based code the Board gets a project it likes and the developer gets not only assurances that the project will be well-received, but also a faster review process to get the project underway, both of which are critical in the world of project financing and ever-changing construction costs.

The Planning Commission is seeking specific feedback related to the streamlining of the development review process as it is a crucial underlying principle of any form-based code initiative. If the Board agrees to the process, the Planning Commission will continue forward with development of a draft ordinance, eventually scheduling a public hearing and sending the ordinance to the Board for consideration.

G:\Community Planning & Development\Planning\Form Based Code 2019\Staff memos\FBC.tb1.docx



13.B

To: Township Board

From: Mark Kieselbach, Director of Community Planning and Development

Date: February 14, 2020

Re: Jolly Road Conversion 4 lanes to 3 lanes

The Ingham County Road Department (ICRD) in 2020 is planning on milling and resurfacing Jolly Road from Kansas Street to Hagadorn Road (west segment) and from Alaiedon Parkway to Dobie Road (east segment). Jolly Road is currently 4 lanes, 2 lanes in each direction on both segments. ICRD conducted a traffic safety analysis on both segments that indicated converting the existing 4 lanes would significantly reduce left turn and other types of accidents that currently occur on the 4 lane sections of Jolly Road, without significant loss to through traffic capacity.

PROPOSED CONVERSION:

Hagadorn Road to Kansas Street: center left turn lane, one through lane in each direction, outer westbound lane would be marked for right turns only from Hulett Road to Hagadorn Road, a 3 foot wide paved shoulder/non-motorized lane on the south side.

Alaiedon Parkway to Dobie Road: center left turn lane, one through lane in each direction, westbound right turn lane at Summergate Drive, 5 foot wide paved shoulders/non-motorized lanes on both sides except for the right turn lane at Summergate Drive.

The Transportation Commission held a public hearing on the proposed conversion at its meeting on January 23, 2020. The Commission was in favor of the reconfiguration of Jolly Road to add dedicated left and right turn lanes by reducing the number of thru lanes in each direction from Hagadorn Road to Kansas Street and conversion of Jolly Road from 4 lanes to 3 lanes including a dedicated left turn lane from Alaiedon Parkway to Dobie Road and a westbound right turn lane at Summergate Drive with the understanding when the project has been completed the ICRD will conduct a study of the traffic flow at the Jolly Road and Hulett Road intersection to determine if a left turn signal is needed on southbound Hulett Road.

At its meeting on February 6, 2020 the Transportation Commission recommended the Township Board approve the reconfiguration of Jolly Road for both east and west segments of the project.

The ICRD would like the Board to act on the proposed conversion from 4 lanes to 3 lanes as it has been outlined at the Board meeting on February 18, 2020. A resolution consistent with the Transportation Commission recommendation has been attached.

**Jolly Road Conversion 4 lanes to 3 lanes
Township Board (February 18, 2020)
Page 2**

The following motion has been provided for the Board's consideration:

- **Move to approve the resolution for the Ingham County Road Department conversion of Jolly Road from 4 lanes to 3 lanes for the east segment, Alaiedon Parkway to Dobie Road, and for the west segment, Kansas Street to Hagadorn Road, as described in the resolution.**

Attachments

1. Resolution
2. Road Plans
3. Crash Analysis
4. Turning Movements/Intersection Plans
5. Crash Analysis Holt Road and Michigan Avenue
6. Alaiedon Township Resolution
7. Communications

RESOLUTION TO APPROVE

**JOLLY ROAD RESURFACING
AND ROAD DIET**

RESOLUTION

At a regular meeting of the Township Board of the Charter Township of Meridian, Ingham County, Michigan, held at the Meridian Municipal Building, in said Township on the 18th day of February, 2020, at 6:00 p.m., Local Time.

PRESENT: _____

ABSENT: _____

The following resolution was offered by _____ and supported by _____.

WHEREAS, the Ingham County Road Department (ICRD) is planning a milling and resurfacing project in 2020 on Jolly Road, Hagadorn Road to west of Okemos Road (Kansas Street), and east of Okemos Road (Alaiedon Parkway) to Dobie Road to resurface the segments of Jolly Road not resurfaced in the recent projects on Jolly Road at the Okemos Road intersection and between Dobie Road and Meridian Road; and

WHEREAS, currently Jolly Road is 4 lanes, 2 lanes in each direction, on the segments to be resurfaced, and is 2 lanes with paved shoulders west of Hagadorn Road and east of Dobie Road; and

WHEREAS, ICRD conducted a traffic safety analysis on the above mentioned 4 lane segments of Jolly Road to be resurfaced that indicated converting the existing 4 lanes to the following in each segment would significantly reduce left turn and other types of crashes that currently occur on the 4 lane sections of Jolly Road, and on 4 lane roads generally, without significant loss to through traffic capacity based on experience with similar road conversions:

Hagadorn Road to Kansas Street:

Center left turn lane (CLTL), one through lane in each direction, keep outer westbound lane but remark it for right turns only starting and including at Hulett Road (the outer westbound lane is already marked for right turns only onto north bound Hagadorn Road) with 3 ft wide paved shoulder/non-motorized lane on the south side.

Alaiedon Parkway to and including at Dobie Road:

Center left turn lane (CLTL), one through lane in each direction, plus westbound lane right turn lane at Summergate Drive with 5 ft wide paved shoulders/non-motorized lanes on both sides except where the west bound right turn lane would be at Summergate Drive; and

WHEREAS, the configuration of the intersections of Jolly Road at Hagadorn Road, Okemos Road, and Alaiedon Parkway would remain unchanged; and

WHEREAS, given the above safety benefits, ICRD recommends the proposed change of the 4 lane segments of Jolly Road as described above; and

WHEREAS, a public hearing on the proposed change of Jolly Road as described above was publicly noticed by ICRD and held by the Meridian Transportation Commission on January 23, 2020; and

**INGHAM COUNTY
ROAD DEPARTMENT**
AUSTIN E. CAVANAUGH ADMINISTRATION BUILDING
301 Bush Street, P.O. Box 38, Mason, MI 48854-0038

William M. Conklin, P.E.
Managing Director



CRASH ANALYSIS
Jolly Road – Hagadorn Road to Dobie Road
[Excluding Okemos Rd Intersection (Kansas Rd to Alaiedon Parkway)]
STU 33000, JN 205685A

January 10, 2020

Jolly Road is designated an Urban Principal Arterial road from Hagadorn Road to Okemos Road intersection and Urban Minor Arterial Collector from Okemos Road to Dobie Road. Within the project limits, there are Five Signalized intersections, (Hagadorn Road, Hulett Road, Okemos Road, Alaiedon Parkway, and Dobie Road), four (4) county primary intersections (Hagadorn Road, Hulett Road, Okemos Road, and Dobie Road) and several local public roads (James Phillips Drive (Coreopsis Blvd), Indiana Road, Kansas Road, Woodlake Drive, Jolly-Oak Road, Alaiedon Parkway Autumnwood Lane, Summergate Lane, and Fairhills Drive). Jolly Road Road is a 4 lane road from Hagadorn Road to Dobie Road Road with a center Left Turn Lane added for 5 lanes between Woodlake Drive and Alaiedon Parkway.

The average daily traffic (ADT) along Jolly Road is as follows:

Segment	ADT (vpd)	Length (mi)	VehMI/yr (x 10 ⁶)
Hagadorn Road to Kansas Road	12922	1.09	51.41
Autumnwood to Dobie	10944	0.748	29.88
Total Project Length		1.838	81.29

The ADT's listed above are based on the latest available traffic data. However, the Jolly Rd/Hulett Rd intersection was counted in late 2019 and the 2019 counts were comparable with the 2007 intersection count. Based on the consistency, the 2006/2007 counts throughout the project were used, unchanged.

For the 5-year period of 01/01/2014 through 12/31/2018, there were a total of 128 crashes, with 33 injury crashes and no fatal crashes along the 1.838 mile long project limits. Below is a crash summary by project segment:

Segment	Total	Crashes				Crash Rate	
		Injury	PDO	Fatal	Animal	w/Animal Per 10 ⁶ VehMi/yr	w/o Animal
Hagadorn Road to Kansas Street	87	26	61	0	13	0.34	0.29
Autumnwood to Dobie	41	7	34	0	15	0.27	0.17
Totals	128	33	95	0	28	0.31	0.25

The overall number of total crashes along Jolly Road is average to low when compared with other urban collector roadways in the region. The frequency and types of crashes located within the remaining project limits are typical for the road geometry, user characteristics, and volume. Animal crashes (28) account for 22% of the total number of crashes.

Between Hagadorn Road and Kansas Street, the leading crash types identified are 'Rear End_' (31), 'Head on left turn' (11), and 'Side-swipe same' (11), these crashes account for 61% of the total crashes along that stretch of roadway. These crashes are correctable crashes, typical of a four lane road, and are concentrated at each intersection. Establishing a center left turn lane is expected to reduce the frequency of these crashes.

Between Autumnwood Road and Dobie Road, the leading crash types identified are 'Rear End_' (6), 'Head on left turn' (6), and 'Side-swipe_' (9), these crashes account for 51% of the total crashes along that stretch of roadway. These crashes are correctable crashes, typical of a four lane road, and are concentrated at each intersection. Establishing a center left turn lane is expected to reduce the frequency of these crashes.

A significant number of crashes were observed near the signalized intersection of Jolly Rd. and Hulett Rd with 33% of the total crashes or 29 of the 89 crashes reported. Initially, crashes occurring within 200 ft. of the intersection were considered a crash generated by the intersection. To develop a better understanding, an intersection crash report was completed. The report provided an insight of accidents within 0.01 Miles from the center of the intersection in all four directions. The following table shows a summary of the intersection accidents at Hulett Road.

Segment	Total	Intersection Crashes				Injury	Approach Volume	Crash Rate / Spot
		Angle	Head-On	Rear End				
Jolly Road	23	3	7	13	11	15337	0.82	
Hulett Road	3	2	0	1	0	2271	0.72	
Totals	26	5	7	14	11	17608	0.81	

A traffic signal project to reconstruct the Jolly and Hulett traffic signal is also planned as part of the Road project in 2020. The Signal will be configured to operate with permissive/protected left turn

movements on the Jolly Road approaches of the intersection. The 4 to 3 lane reconfiguration to establish a center left turn lane is expected to reduce 'Angle _' and 'Head-on Left Turn' crashes by improving sight lines of opposing traffic. Also, it is anticipated that 'rear end' and sideswipe crashes may be reduced by mitigating complex maneuvers through the establishment clearly designated Left Turn Lanes. Reducing signalized intersection crashes will significantly reduce overall crash rates in the project segment.

No other particular crash pattern or correctable crash cause is identifiable within the project limits. New pavement markings and diamond grade retro-reflective signing (not part of federal aid contract) will also enhance safety of the completed project.

Standard Crash Report - Milepoints

Ingham (County)

Report Module: Safety Management Analysis

Today's Date: Tuesday, January 21, 2020

Dates: 1/1/2014 to 12/31/2018

Animal Crashes: Included

PR/RoadName: 336205 : Jolly Rd

Milepoints: From 7.177 to 8.266

Sort Order: Road Name, Milepoint, Date of Crash

<u>Milepoint</u>	<u>Intersection Name</u>
7.177	Hagadorn Rd & E Jolly Rd & Jolly Rd
8.164	Woods Edge Dr & Jolly Rd

7.660	Jolly Rd & Hulett Rd
8.229	Indiana Rd & Jolly Rd

7.923	James Phillips Dr & Coreopsis Blvd & Jolly Rd
8.266	Kansas Rd & Jolly Rd

Standard Crash Report - Milepoints

UD-10

MilePoint	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
											Veh Occup	Fat Inj	Surf	Weather	Lighting	Surface		
PR Number: 336205 Road Name: Jolly Rd																		
7.177	9887721	Meridian Twp	HAGADORN	10' S	Angle Straight	Injury	Possible Inj	10/14/2016	Friday	09AM-10AM	2	2	0	2	Clear	Daylight	Dry	On Road
7.177	9926909	Meridian Twp	HAGADORN	40' N	Misc. Multiple Vehicle	PDO	No Injury	1/17/2017	Tuesday	07AM-08AM	2	3	0	0	Rain	Dawn	Icy	On Road
7.177	9977537	Meridian Twp	HAGADORN	15' S	Angle Straight	PDO	No Injury	3/8/2017	Wednesday	05PM-06PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.177	1006930	Meridian Twp	HAGADORN	0' X	Rear End Straight	PDO	No Injury	4/14/2017	Friday	08AM-09AM	3	6	0	0	Cloudy	Daylight	Dry	On Road
7.177	1041196	Meridian Twp	HAGADORN	0' X	Rear End Straight	PDO	No Injury	5/28/2017	Sunday	01PM-02PM	2	3	0	0	Clear	Daylight	Dry	On Road
7.177	1424933	Meridian Twp	HAGADORN	12' N	Head-On Left-Turn Minor Approach/Exit	Injury	Non-Incapacit Inj	7/11/2018	Wednesday	02PM-03PM	2	3	0	2	Clear	Daylight	Dry	On Road
7.178	9370641	Meridian Twp	HAGADORN	3' SE	Angle Turn	Injury	Non-Incapacit Inj	8/11/2015	Friday	03PM-04PM	2	3	0	2	Cloudy	Daylight	Dry	On Road
7.179	9895715	Meridian Twp	HAGADORN	10' E	Rear End Straight	PDO	No Injury	10/22/2016	Saturday	01PM-02PM	2	3	0	0	Unknown	Daylight	Unknown	On Road
7.181	1354788	Meridian Twp	HAGADORN	20' E	Rear End Straight	PDO	No Injury	4/20/2018	Friday	07PM-08PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.183	9800956	Meridian Twp	HAGADORN	30' NE	Rear End Straight	Injury	Possible Inj	9/8/2016	Friday	05PM-06PM	2	2	0	1	Cloudy	Daylight	Dry	On Road
7.186	9796966	Meridian Twp	HAGADORN	50' E	Side-Swipe Same	PDO	No Injury	3/9/2016	Wednesday	05PM-06PM	2	2	0	0	Unknown	Dusk	Unknown	On Road
7.191	9874513	Meridian Twp	HAGADORN	75' E	Rear End Left Turn	PDO	No Injury	10/3/2016	Monday	NOON-01PM	2	3	0	0	Cloudy	Daylight	Dry	On Road
7.196	8916535	Meridian Twp	HAGADORN	100' E	Head-On Left-Turn Minor Approach/Exit	PDO	No Injury	3/21/2014	Friday	07AM-08AM	2	2	0	0	Clear	Dawn	Dry	On Road
7.234	9116815	Meridian Twp	HAGADORN	300' E	Other Driveway	Injury	Possible Inj	11/18/2014	Tuesday	NOON-01PM	2	3	0	1	Snow	Daylight	Icy	On Road
7.234	9228412	Meridian Twp	HAGADORN	300' E	Side-Swipe Same	PDO	No Injury	3/26/2015	Thursday	NOON-01PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.234	9400504	Meridian Twp	HAGADORN	300' E	Animal	PDO	No Injury	10/11/2015	Sunday	09PM-10PM	1	1	0	0	Clear	Dark	Dry	On Road
7.234	9795335	Meridian Twp	HAGADORN	289' E	Fixed Object	PDO	No Injury	7/13/2016	Wednesday	10AM-11AM	1	1	0	0	Rain	Other	Wet	On Road
7.285	1505684	Meridian Twp	HAGADORN	412' E	Rear End Driveway	PDO	No Injury	10/20/2016	Saturday	07AM-08AM	3	3	0	0	Cloudy	Dark	Wet	On Road
7.272	9796281	Meridian Twp	HAGADORN	500' E	Animal	PDO	No Injury	1/12/2016	Tuesday	01AM-02AM	1	1	0	0	Snow	Dark	Snowy	On Road
7.277	9333958	Meridian Twp	HAGADORN	528' E	Rear End Left Turn	PDO	No Injury	7/27/2015	Monday	04PM-05PM	2	5	0	0	Clear	Daylight	Dry	On Road
7.277	9411656	Meridian Twp	HAGADORN	528' E	Side-Swipe Same	PDO	No Injury	10/25/2015	Sunday	02PM-03PM	2	4	0	0	Clear	Daylight	Dry	On Road
7.277	1166501	Meridian Twp	HAGADORN	528' E	Animal	PDO	No Injury	10/19/2017	Thursday	08PM-09PM	1	1	0	0	Clear	Dark	Dry	On Road
7.347	9874515	Meridian Twp	HAGADORN	900' E	Rear End Left Turn	PDO	No Injury	9/13/2016	Tuesday	07AM-08AM	2	3	0	0	Clear	Daylight	Dry	On Road
7.423	9431364	Meridian Twp	HULETT	1,250' W	Side-Swipe Same	PDO	No Injury	11/13/2015	Friday	07AM-08AM	2	2	0	0	Rain	Dawn	Wet	On Road
7.427	9415058	Meridian Twp	HAGADORN	1,230' E	Head-On Left-Turn Minor Approach/Exit	Injury	Non-Incapacit Inj	10/29/2015	Thursday	02AM-03AM	2	3	0	1	Clear	Dark	Wet	On Road
7.427	9662619	Meridian Twp	HAGADORN	1,230' E	Animal	PDO	No Injury	2/19/2016	Friday	06AM-07AM	1	1	0	0	Clear	Dark	Dry	On Road
7.460	8953101	Meridian Twp	HULETT	1,056' W	Rear End Straight	Injury	Possible Inj	5/16/2014	Friday	11PM-MDNT	2	2	0	1	Cloudy	Dark	Dry	On Road
7.471	9846671	Meridian Twp	HULETT	1,000' W	Animal	PDO	No Injury	10/20/2016	Thursday	06PM-07PM	1	3	0	0	Uncoded	Uncoded	Uncoded	On Road
7.508	1578787	Meridian Twp	HULETT	800' W	Animal	Injury	Non-Incapacit Inj	12/19/2018	Tuesday	05PM-06PM	1	1	0	1	Clear	Dark	Dry	On Road
7.560	9796322	Meridian Twp	HULETT	528' W	Side-Swipe Same	PDO	No Injury	9/13/2016	Tuesday	03PM-04PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.560	9864379	Meridian Twp	HULETT	527' W	Rear End Straight	PDO	No Injury	11/19/2016	Saturday	NOON-01PM	2	2	0	0	Snow	Daylight	Dry	On Road

Standard Crash Report - Milepoints

UD-10

MilePoint	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
											Veh Occup	Fat Inj	Surf	Weather	Lighting	Surface		
7.565	9858532	Meridian Twp	HULETT	500' W	Rear End Straight	PDO	No Injury	2/23/2016	Tuesday	07AM-08AM	2	4	0	0	Cloudy	Daylight	Dry	On Road
7.590	1397940	Meridian Twp	HULETT	370' W	Rear End Straight	PDO	No Injury	5/31/2018	Thursday	04PM-05PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.611	9879839	Meridian Twp	HULETT	259' W	Animal	PDO	No Injury	12/3/2016	Saturday	05PM-06PM	1	1	0	0	Clear	Dark	Dry	On Road
7.622	1522330	Meridian Twp	HULETT	200' W	Side-Swipe Same	PDO	No Injury	11/8/2018	Tuesday	08AM-09AM	2	2	0	0	Rain	Daylight	Wet	On Road
7.641	9789557	Meridian Twp	HULETT	99' W	Rear End Straight	Injury	Possible Inj	12/6/2016	Tuesday	NOON-01PM	2	2	0	1	Cloudy	Daylight	Wet	On Road
7.651	9781262	Meridian Twp	HULETT	50' W	Rear End Straight	PDO	No Injury	12/31/2015	Thursday	NOON-01PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.651	9918864	Meridian Twp	HULETT	50' W	Rear End Straight	PDO	No Injury	8/31/2016	Wednesday	02PM-03PM	3	4	0	0	Clear	Unocded	Dry	On Road
7.654	9846893	Meridian Twp	HULETT	30' W	Rear End Straight	Injury	Possible Inj	1/9/2014	Thursday	07AM-08AM	2	2	0	1	Cloudy	Daylight	Icy	On Road
7.655	9994026	Meridian Twp	HULETT	25' W	Rear End Straight	PDO	No Injury	12/1/2016	Thursday	04PM-05PM	3	3	0	0	Clear	Daylight	Dry	On Road
7.655	9938496	Meridian Twp	HULETT	25' W	Side-Swipe Same	PDO	No Injury	1/27/2017	Friday	07AM-08AM	2	2	0	0	Cloudy	Dawn	Dry	On Road
7.657	9780274	Meridian Twp	HULETT	15' W	Rear End Straight	Injury	Possible Inj	8/24/2016	Wednesday	02PM-03PM	2	5	0	3	Cloudy	Daylight	Dry	On Road
7.657	1206554	Meridian Twp	HULETT	15' W	Rear End Straight	PDO	No Injury	12/1/2017	Friday	08AM-09AM	3	7	0	0	Clear	Daylight	Dry	On Road
7.658	9024884	Meridian Twp	HULETT	10' W	Head-On Left-Turn Not Accroded with	Injury	Non-Incapact Inj	8/19/2014	Tuesday	NOON-01PM	2	2	0	1	Cloudy	Daylight	Dry	On Road
7.658	9460753	Meridian Twp	HULETT	12' W	Rear End Driveway	Injury	Possible Inj	12/15/2015	Tuesday	11AM-NOON	2	2	0	1	Cloudy	Daylight	Dry	On Road
7.660	9350407	Meridian Twp	HULETT	15' N	Head-On Left-Turn Not Accroded with	Injury	Non-Incapact Inj	7/22/2015	Wednesday	01PM-02PM	2	6	0	4	Cloudy	Daylight	Dry	On Road
7.660	9796319	Meridian Twp	HULETT	10' S	Head-On Left-Turn Not Accroded with	PDO	No Injury	8/30/2016	Tuesday	02PM-03PM	2	2	0	0	Cloudy	Daylight	Dry	On Road
7.660	9899701	Meridian Twp	HULETT	5' N	Head-On Left-Turn Not Accroded with	PDO	No Injury	12/13/2016	Tuesday	07AM-08AM	2	2	0	0	Cloudy	Daylight	Snowy	On Road
7.660	1231369	Meridian Twp	HULETT	1' W	Head-On Left-Turn Not Accroded with	Injury	Possible Inj	12/15/2017	Friday	05PM-06PM	2	3	0	1	Snow	Dark,Lighted	Snowy	On Road
7.660	1292969	Meridian Twp	HULETT	0' X	Head-On Left-Turn Not Accroded with	PDO	No Injury	2/7/2018	Wednesday	08AM-09AM	3	5	0	0	Snow	Daylight	Snowy	On Road
7.661	1070464	Meridian Twp	HULETT	5' E	Angle Turn	Injury	Possible Inj	6/28/2017	Wednesday	01PM-02PM	2	3	0	2	Clear	Daylight	Dry	On Road
7.662	9366308	Meridian Twp	HULETT	10' E	Head-On Left-Turn Not Accroded with	Injury	Non-Incapact Inj	8/25/2015	Tuesday	05PM-06PM	2	3	0	1	Cloudy	Daylight	Dry	On Road
7.665	9204770	Meridian Twp	HULETT	25' E	Rear End Straight	PDO	No Injury	2/17/2015	Tuesday	08AM-09AM	2	2	0	0	Cloudy	Daylight	Icy	On Road
7.665	1153804	Meridian Twp	HULETT	25' E	Rear End Straight	PDO	No Injury	10/6/2017	Friday	08AM-09AM	2	2	0	0	Cloudy	Daylight	Wet	On Road
7.666	1351761	Meridian Twp	HULETT	30' E	Angle Turn	PDO	No Injury	4/16/2018	Monday	02PM-03PM	2	3	0	0	Rain	Daylight	Wet	On Road
7.668	9837806	Meridian Twp	HULETT	40' E	Rear End Straight	PDO	No Injury	10/27/2016	Thursday	07AM-08AM	2	2	0	0	Rain	Dark	Wet	On Road
7.669	9196888	Meridian Twp	HULETT	45' E	Rear End Straight	PDO	No Injury	12/15/2014	Monday	04PM-05PM	2	4	0	0	Clear	Daylight	Dry	On Road
7.675	1153803	Meridian Twp	HULETT	80' E	Rear End Straight	PDO	No Injury	10/6/2017	Friday	07AM-08AM	2	2	0	0	Rain	Dawn	Wet	On Road
7.677	9790701	Meridian Twp	HAGADORN	90' E	Angle Turn	Injury	Non-Incapact Inj	3/11/2016	Friday	NOON-01PM	2	5	0	2	Clear	Daylight	Dry	On Road
7.679	9057035	Meridian Twp	HULETT	100' E	Animal	PDO	No Injury	10/4/2014	Saturday	11PM-MDNT	1	1	0	0	Rain	Dark,Lighted	Wet	On Road
7.690	9285358	Meridian Twp	OKEMOS	159' W	Rear End Straight	Injury	Possible Inj	6/2/2015	Tuesday	08AM-09AM	3	3	0	2	Clear	Daylight	Dry	On Road
7.698	9837807	Meridian Twp	HULETT	200' E	Rear End Straight	PDO	No Injury	10/27/2016	Thursday	08AM-09AM	2	2	0	0	Rain	Dark	Wet	On Road
7.717	9462571	Meridian Twp	HULETT	300' E	Side-Swipe Same	PDO	No Injury	12/14/2015	Monday	01PM-02PM	2	2	0	0	Rain	Daylight	Wet	On Road

Standard Crash Report - Milepoints

MilePoint	Number	City/Township	Crosroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
											Veh Occup	Fat	Inj	Weather	Lighting	Surface		
7.760	8939974	Meridian Twp	HULETT	528' E	Side-Swipe Same	PDO	No Injury	4/28/2014	Monday	05PM-06PM	2	3	0	0	Cloudy	Daylight	Dry	On Road
7.777	9252876	Meridian Twp	HAGADORN	616' E	Rear End Straight	Injury	Possible Inj	3/2/2015	Monday	04PM-05PM	2	2	0	1	Clear	Daylight	Dry	On Road
7.819	1462108	Meridian Twp	COREOPSIS	549' W	Side-Swipe Same	Injury	Incapact Inj	8/31/2018	Friday	08AM-09AM	3	6	0	1	Clear	Daylight	Dry	On Road
7.837	1559977	Meridian Twp	COREOPSIS	454' W	Side-Swipe Same	PDO	No Injury	12/7/2018	Friday	06PM-07PM	2	2	0	0	Snow	Dark	Wet	On Road
7.860	9044801	Meridian Twp	HULETT	333' E	Rear End Driveway	Injury	Possible Inj	9/17/2014	Wednesday	07AM-08AM	2	2	0	1	Clear	Dawn	Dry	On Road
7.885	1504776	Meridian Twp	COREOPSIS	200' W	Rear End Straight	Injury	Non-Incapact Inj	10/19/2018	Friday	05PM-06PM	2	3	0	2	Rain	Daylight	Wet	On Road
7.904	9251315	Meridian Twp	JAMES PHILLIPS	100' W	Side-Swipe Same	PDO	No Injury	5/1/2015	Friday	04PM-05PM	2	3	0	0	Clear	Daylight	Dry	On Road
7.904	9978477	Meridian Twp	JAMES PHILLIPS	100' W	Head-on	PDO	No Injury	3/15/2017	Wednesday	01PM-02PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.909	9063513	Meridian Twp	COREOPSIS	75' W	Rear End Straight	PDO	No Injury	10/3/2014	Friday	07AM-08AM	3	4	0	0	Rain	Dawn	Wet	On Road
7.910	9063460	Meridian Twp	COREOPSIS	70' W	Rear End Straight	Injury	Non-Incapact Inj	10/3/2014	Friday	07AM-08AM	2	4	0	1	Rain	Dawn	Uncoded	On Road
7.918	9878317	Meridian Twp	JAMES PHILLIPS	25' W	Rear End Straight	PDO	No Injury	12/2/2016	Friday	05PM-06PM	2	2	0	0	Cloudy	Dark	Dry	On Road
7.922	9358168	Meridian Twp	JAMES PHILLIPS	5' W	Rear End Straight	PDO	No Injury	8/29/2015	Friday	NOON-01PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.922	1028278	Meridian Twp	COREOPSIS	7' W	Head-On Left-Turn Other Vehicle in Turn	PDO	No Injury	5/12/2017	Friday	05PM-06PM	2	3	0	0	Clear	Daylight	Dry	On Road
7.924	8905053	Meridian Twp	COREOPSIS	5' E	Angle Straight	PDO	No Injury	3/7/2014	Friday	11AM-NOON	2	2	0	0	Clear	Daylight	Dry	On Road
7.940	9250344	Meridian Twp	JAMES PHILLIPS	90' E	Rear End Straight	PDO	No Injury	4/27/2015	Monday	02AM-03AM	2	3	0	0	Clear	Daylight	Dry	On Road
7.970	9315504	Meridian Twp	COREOPSIS	250' E	Rear End Right Turn	PDO	No Injury	8/22/2015	Monday	09AM-10AM	2	3	0	0	Clear	Daylight	Dry	On Road
7.970	9799139	Meridian Twp	COREOPSIS	250' E	Animal	Injury	Possible Inj	4/2/2016	Saturday	10PM-11PM	1	1	0	1	Clear	Dark	Dry	On Road
8.018	9799209	Meridian Twp	COREOPSIS	500' E	Animal	PDO	No Injury	2/14/2016	Sunday	07PM-08PM	1	3	0	0	Clear	Dark	Dry	On Road
8.066	1049330	Meridian Twp	KANSAS	1,066' W	Rear End Straight	PDO	No Injury	6/6/2017	Tuesday	NOON-01PM	2	3	0	0	Clear	Daylight	Dry	On Road
8.100	9452871	Meridian Twp	INDIANA	338' W	Animal	PDO	No Injury	12/7/2015	Monday	07PM-08PM	1	2	0	0	Fog	Dark	Dry	On Road
8.162	9777530	Meridian Twp	INDIANA	11' W	Angle Turn	PDO	No Injury	8/12/2016	Friday	11AM-NOON	2	3	0	0	Clear	Daylight	Dry	On Road
8.190	9794460	Meridian Twp	OKEMOS RD	137' W	Animal	PDO	No Injury	9/11/2016	Sunday	10PM-11PM	1	1	0	0	Clear	Dark	Dry	On Road
8.210	1189637	Meridian Twp	INDIANA	100' W	Animal	PDO	No Injury	11/10/2017	Friday	09AM-10AM	1	2	0	0	Clear	Daylight	Dry	On Road
8.257	1125912	Meridian Twp	KANSAS	50' W	Misc. Multiple Vehicle	Injury	Incapact Inj	8/28/2017	Monday	04PM-05PM	2	2	0	1	Clear	Daylight	Dry	On Road

Total crashes for PR 336205: 87 (0 Fatal, 26 Injuries, and 61 PDO)

Standard Crash Report - Intersection

Ingham (County)

Report Module: Safety Management Analysis

Today's Date: Tuesday, January 21, 2020

Dates: 1/1/2014 to 12/31/2018

Intersection: Jolly Rd & Hulett Rd

Radius: 200 feet

Animal Crashes: Included

Sort Order: PR No., Milepoint, Date of Crash

Physical Road(s) comprising intersection:

<u>PR Number</u>	<u>Road Name</u>	<u>Milepoint</u>
362207	Hulett Rd	0.289
336205	Jolly Rd	7.660

Standard Crash Report - Intersection

PR MP Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	MP	Number	
									Fatal	Occup.	Veh.	Weather	Lighting	Surface				
PR Number: 362207 Road Name: Hulett Rd																		
0.295	Alabedon Twp	JOLLY	19' S	Angle Turn	PDO	8/16/2016	Tuesday	01PM-02PM	2	2	0	0	Unknown	Daylight	Dry	On Road	0.000	0
0.299	Meridian Twp	JOLLY	14' N	Side-Swipe Opposite	PDO	2/26/2015	Thursday	07AM-08AM	2	3	0	0	Snow	Daylight	Snowy	On Road	0.000	0
0.299	Meridian Twp	JOLLY	16' W	Rear End Straight	PDO	10/9/2016	Tuesday	07AM-08AM	2	3	0	0	Clear	Daylight	Dry	On Road	0.000	0
0.301	Meridian Twp	JOLLY	10' N	Angle Turn	PDO	11/17/2017	Friday	07AM-08AM	2	2	0	0	Cloudy	Daylight	Dry	On Road	0.000	0

Total crashes for PR 362207 (Hulett Rd): 4 (0 Fatal, 0 Injuries, and 4 PDO)

PR Number: 336205 Road Name: Jolly Rd																		
7.641	Meridian Twp	HULETT	99' W	Rear End Straight	Injury	1/26/2016	Tuesday	NOON-01PM	2	2	0	1	Cloudy	Daylight	Wet	On Road	0.000	0
7.651	Meridian Twp	HULETT	50' W	Rear End Straight	PDO	12/31/2015	Thursday	NOON-01PM	2	2	0	0	Clear	Daylight	Dry	On Road	0.000	0
7.651	Meridian Twp	HULETT	50' W	Rear End Straight	PDO	8/31/2016	Wednesday	02PM-03PM	3	4	0	0	Clear	Uncoded	Dry	On Road	0.000	0
7.654	Meridian Twp	HULETT	30' W	Rear End Straight	Injury	1/9/2014	Thursday	07AM-08AM	2	2	0	1	Cloudy	Daylight	Icy	On Road	0.000	0
7.655	Meridian Twp	HULETT	25' W	Rear End Straight	PDO	1/21/2016	Thursday	04PM-05PM	3	3	0	0	Clear	Daylight	Dry	On Road	0.000	0
7.655	Meridian Twp	HULETT	25' W	Slide-Swipe Same	PDO	1/27/2017	Friday	07AM-08AM	2	2	0	0	Cloudy	Dawn	Dry	On Road	0.000	0
7.657	Meridian Twp	HULETT	15' W	Rear End Straight	Injury	8/24/2016	Wednesday	02PM-03PM	2	5	0	3	Cloudy	Daylight	Dry	On Road	0.000	0
7.657	Meridian Twp	HULETT	15' W	Rear End Straight	PDO	12/1/2017	Friday	08AM-09AM	3	7	0	0	Clear	Daylight	Dry	On Road	0.000	0
7.658	Meridian Twp	HULETT	10' W	Head-On Left-Turn	Injury	8/19/2014	Tuesday	NOON-01PM	2	2	0	1	Cloudy	Daylight	Dry	On Road	0.000	0
7.658	Meridian Twp	HULETT	12' W	Rear End Driveway	Injury	12/15/2015	Tuesday	11AM-NOON	2	2	0	1	Cloudy	Daylight	Dry	On Road	0.000	0
7.660	Meridian Twp	HULETT	15' N	Head-On Left-Turn	Injury	7/22/2015	Wednesday	01PM-02PM	2	6	0	4	Cloudy	Daylight	Dry	On Road	0.000	0
7.660	Meridian Twp	HULETT	10' S	Head-On Left-Turn	PDO	8/30/2016	Tuesday	02PM-03PM	2	2	0	0	Cloudy	Daylight	Dry	On Road	0.000	0
7.660	Meridian Twp	HULETT	5' N	Head-On Left-Turn	PDO	12/13/2016	Tuesday	07AM-08AM	2	2	0	0	Cloudy	Daylight	Snowy	On Road	0.000	0
7.660	Meridian Twp	HULETT	1' W	Head-On Left-Turn	Injury	12/15/2017	Friday	05PM-06PM	2	3	0	1	Snow	Dark/Lighted	Snowy	On Road	0.000	0
7.660	Meridian Twp	HULETT	0' X	Head-On Left-Turn	PDO	2/7/2018	Wednesday	08AM-09AM	3	5	0	0	Snow	Daylight	Snowy	On Road	0.000	0
7.661	Meridian Twp	HULETT	5' E	Angle Turn	Injury	6/28/2017	Wednesday	01PM-02PM	2	3	0	2	Clear	Daylight	Dry	On Road	0.000	0
7.662	Meridian Twp	HULETT	10' E	Head-On Left-Turn	Injury	8/25/2015	Tuesday	05PM-06PM	2	3	0	1	Cloudy	Daylight	Dry	On Road	0.000	0
7.665	Meridian Twp	HULETT	25' E	Rear End Straight	PDO	2/17/2015	Tuesday	08AM-09AM	2	2	0	0	Cloudy	Daylight	Icy	On Road	0.000	0
7.665	Meridian Twp	HULETT	25' E	Rear End Straight	PDO	10/6/2017	Friday	08AM-09AM	2	2	0	0	Cloudy	Daylight	Wet	On Road	0.000	0
7.666	Meridian Twp	HULETT	30' E	Angle Turn	PDO	4/16/2018	Monday	02PM-03PM	2	3	0	0	Rain	Daylight	Wet	On Road	0.000	0
7.668	Meridian Twp	HULETT	40' E	Rear End Straight	PDO	10/27/2016	Thursday	07AM-08AM	2	2	0	0	Rain	Dark	Wet	On Road	0.000	0
7.669	Meridian Twp	HULETT	45' E	Rear End Straight	PDO	12/15/2014	Monday	04PM-05PM	2	4	0	0	Clear	Daylight	Dry	On Road	0.000	0
7.675	Meridian Twp	HULETT	80' E	Rear End Straight	PDO	10/6/2017	Friday	07AM-08AM	2	2	0	0	Rain	Dawn	Wet	On Road	0.000	0
7.677	Meridian Twp	HAGADORN	90' E	Angle Turn	Injury	3/11/2016	Friday	NOON-01PM	2	5	0	2	Clear	Daylight	Dry	On Road	0.000	0

Standard Crash Report - Intersection

PR MP Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To		CS	
									Veh.	Occup.	Fatal	Inj.	Weather	Lighting	Surface	Road		MP
7.679	Meridian Twp	HULETT	100° E	Animal	PDO	10/4/2014	Saturday	11PM-MDNT	1	1	0	0	Rain	Dark/Light	Wet	On Road	0,000	0
7.690	Meridian Twp	OKEMOS	158° W	Rear End Straight	Injury	6/2/2015	Tuesday	08AM-09AM	3	3	0	2	Clear	Daylight	Dry	On Road	0,000	0

Total crashes for PR 336205 (Jolly Rd): 26 (0 Fatal, 11 Injuries, and 15 PDO)

Total crashes for Intersection: 30 (0 Fatal, 11 Injuries, and 19 PDO)

Standard Crash Report - Milepoints

Ingham (County)

Report Module: Safety Management Analysis

Today's Date: Wednesday, January 22, 2020

Dates: 1/1/2014 to 12/31/2018

Animal Crashes: Included

PR/RoadName: 336205 : Jolly Rd

Milepoints: From 9.065 to 9.811

Sort Order: Road Name, Milepoint, Date of Crash

Milepoint Intersection Name
9.065 Autumnwood Ln & Jolly Rd
9.811 Dobie Rd & Jolly Rd

Milepoint Intersection Name
9.233 Jolly Rd & Summergate Ln

Milepoint Intersection Name
9.427 Fairhills Dr & Jolly Rd

Standard Crash Report - Milepoints

UD-10

MilePoint	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
											Veh Occup	Fat Inj	Surf	Weather	Lighting	Surface		
PR Number: 336205 Road Name: Jolly Rd																		
9.084	1535998	Meridian Twp	AUTUMNWOOD	100' E	Animal	PDO	No Injury	11/16/2018	Friday	05PM-06PM	1	2	0	0	Cloudy	Dark	Wet	On Road
9.205	9905444	Meridian Twp	SUMMERGATE	150' W	Animal	PDO	No Injury	12/26/2016	Monday	11AM-NOON	1	1	0	0	Rain	Daylight	Wet	On Road
9.214	1223065	Meridian Twp	SUMMERGATE	100' W	Rear End Straight	PDO	No Injury	12/12/2017	Tuesday	06AM-09AM	2	4	0	0	Cloudy	Daylight	Icy	On Road
9.214	1223069	Meridian Twp	SUMMERGATE	100' W	Rear End Straight	PDO	No Injury	12/12/2017	Tuesday	08AM-09AM	2	4	0	0	Cloudy	Daylight	Icy	On Road
9.223	8957888	Meridian Twp	SUMMERGATE	52' W	Side-Swipe Same	PDO	No Injury	5/22/2014	Thursday	04PM-05PM	2	2	0	0	Clear	Daylight	Dry	On Road
9.234	9835289	Meridian Twp	SUMMERGATE	5' E	Angle Turn	Injury	Possible Inj	10/24/2016	Monday	04PM-05PM	2	5	0	5	Clear	Daylight	Dry	On Road
9.235	9795351	Meridian Twp	SUMMERGATE	10' E	Head-On Left-Turn	Injury	Possible Inj	8/31/2016	Wednesday	07PM-08PM	2	3	0	2	Clear	Daylight	Dry	On Road
9.238	1098039	Meridian Twp	SUMMERGATE	25' E	Animal	PDO	No Injury	8/2/2017	Wednesday	06AM-07AM	1	1	0	0	Clear	Dawn	Dry	On Road
9.252	9209592	Meridian Twp	SUMMERGATE	100' E	Rear End Straight	PDO	No Injury	1/26/2015	Monday	03PM-04PM	2	2	0	0	Clear	Daylight	Dry	On Road
9.252	1150984	Meridian Twp	SUMMERGATE	100' E	Animal	PDO	No Injury	10/4/2017	Wednesday	07PM-08PM	1	1	0	0	Clear	Dark	Dry	On Road
9.311	8477893	Meridian Twp	DOBIE	412' W	Animal	Injury	Possible Inj	1/1/2016	Friday	05PM-06PM	1	1	0	1	Clear	Dark	Dry	On Road
9.311	9906241	Meridian Twp	DOBIE	412' W	Side-Swipe Same	PDO	No Injury	12/26/2016	Monday	09PM-10PM	2	3	0	0	Clear	Dark	Dry	On Road
9.413	9759827	Meridian Twp	FAIRHILLS	75' W	Side-Swipe Same	PDO	No Injury	7/29/2016	Friday	01PM-02PM	2	2	0	0	Cloudy	Daylight	Dry	On Road
9.421	9270650	Meridian Twp	FAIRHILLS	30' W	Rear End Left Turn	PDO	No Injury	5/31/2015	Sunday	10AM-11AM	2	2	0	0	Cloudy	Daylight	Wet	On Road
9.432	1325565	Meridian Twp	DOBIE	2,000' W	Animal	PDO	No Injury	3/19/2018	Tuesday	09PM-10PM	1	1	0	0	Clear	Dusk	Dry	On Road
9.433	9346540	Meridian Twp	SUMMERGATE	32' E	Animal	PDO	No Injury	7/27/2015	Monday	11PM-MDNT	1	1	0	0	Clear	Dark	Dry	On Road
9.436	9196882	Meridian Twp	FAIRHILLS	50' E	Overturn	PDO	No Injury	12/19/2014	Friday	MDNT-01AM	1	1	0	0	Sleet/Hail	Dark	Icy	On Road
9.465	9937849	Meridian Twp	FAIRHILLS	200' E	Side-Swipe Opposite	PDO	No Injury	1/28/2017	Saturday	04PM-05PM	2	2	0	0	Snow	Daylight	Icy	On Road
9.522	1153801	Meridian Twp	FAIRHILLS	500' E	Animal	PDO	No Injury	10/8/2017	Sunday	07PM-08PM	1	1	0	0	Clear	Dark	Dry	On Road
9.527	8942547	Meridian Twp	DOBIE	528' W	Rear End Straight	PDO	No Injury	4/30/2014	Wednesday	10AM-11AM	2	1	0	0	Cloudy	Daylight	Dry	On Road
9.527	9936215	Meridian Twp	FAIRHILLS	528' E	Side-Swipe Opposite	PDO	No Injury	1/28/2017	Saturday	03PM-04PM	2	2	0	0	Snow	Daylight	Icy	On Road
9.561	8936181	Meridian Twp	FAIRHILLS	708' E	Fixed Object	PDO	No Injury	1/2/2014	Thursday	04PM-05PM	1	1	0	0	Cloudy	Daylight	Snowy	Out Show/Curb
9.561	9154142	Meridian Twp	DOBIE	708' W	Side-Swipe Same	PDO	No Injury	12/24/2014	Wednesday	08PM-09PM	2	1	0	0	Snow	Dark	Snowy	On Road
9.611	9470511	Meridian Twp	DOBIE	972' W	Side-Swipe Same	Injury	Possible Inj	12/18/2015	Friday	04PM-05PM	2	2	0	1	Snow	Daylight	Icy	On Road
9.611	9697719	Meridian Twp	DOBIE	972' W	Animal	PDO	No Injury	5/14/2016	Saturday	09PM-10PM	1	3	0	0	Clear	Dark	Dry	On Road
9.616	1241668	Meridian Twp	FAIRHILLS	1,000' E	Fixed Object	PDO	No Injury	12/19/2017	Tuesday	06AM-07AM	1	2	0	0	Clear	Dark	Icy	Out Show/Curb
9.711	8885392	Meridian Twp	DOBIE	528' W	Animal	PDO	No Injury	2/15/2014	Thursday	11PM-MDNT	1	1	0	0	Cloudy	Dark	Dry	On Road
9.711	1313796	Meridian Twp	DOBIE	528' W	Animal	PDO	No Injury	2/28/2018	Wednesday	07AM-08AM	1	1	0	0	Clear	Dawn	Dry	On Road
9.716	1301852	Meridian Twp	DOBIE	500' W	Animal	PDO	No Injury	2/15/2018	Thursday	11PM-MDNT	1	1	0	0	Clear	Dark	Wet	On Road
9.716	1344772	Meridian Twp	DOBIE	500' W	Animal	PDO	No Injury	4/8/2018	Sunday	09PM-10PM	1	1	0	0	Clear	Dark	Dry	On Road
9.773	9782048	Meridian Twp	DOBIE	200' W	Animal	PDO	No Injury	8/27/2016	Saturday	05AM-06AM	1	1	0	0	Clear	Dark,Lighted	Dry	On Road

Standard Crash Report - Milepoints

MilePoint	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
											Veh Occur	Fat	Inj	Weather	Lighting	Surface		
9.783	9796265	Meridian Twp	DOBIE	150' W	Rear End Straight	PDO	No Injury	6/10/2016	Friday	10AM-11AM	2	2	0	0	Cloudy	Daylight	Dry	On Road
9.792	8843568	Meridian Twp	DOBIE	100' W	Animal	PDO	No Injury	10/29/2016	Saturday	07PM-08PM	1	1	0	0	Uncoded	Uncoded	Uncoded	Uncoded
9.802	9246612	Meridian Twp	DOBIE	50' W	Head-On Left-Turn <small>Not Associated with</small>	Injury	Possible Inj	4/25/2015	Saturday	04PM-05PM	2	2	0	1	Clear	Daylight	Dry	On Road
9.802	1088489	Meridian Twp	DOBIE	50' W	Side-Swipe Opposite <small>Not Associated with</small>	PDO	No Injury	7/21/2017	Friday	03PM-04PM	2	2	0	0	Clear	Daylight	Dry	On Road
9.806	1372702	Meridian Twp	DOBIE	25' W	Rear End Straight	PDO	No Injury	5/4/2018	Friday	04PM-05PM	2	2	0	0	Clear	Daylight	Dry	On Road
9.807	9800763	Meridian Twp	DOBIE	20' W	Head-On Left-Turn <small>Not Associated with</small>	PDO	No Injury	5/27/2016	Friday	06PM-07PM	2	3	0	0	Clear	Daylight	Dry	On Road
9.809	9308899	Meridian Twp	DOBIE	10' W	Head-On Left-Turn <small>Not Associated with</small>	Injury	Possible Inj	6/10/2015	Wednesday	05PM-06PM	2	4	0	3	Clear	Daylight	Dry	On Road
9.811	9063461	Meridian Twp	DOBIE	5' N	Head-On Left-Turn <small>Not Associated with</small>	Injury	Possible Inj	10/6/2014	Monday	02PM-03PM	2	2	0	1	Clear	Daylight	Dry	On Road
9.811	9999947	Meridian Twp	DOBIE	0' X	Side-Swipe Opposite	PDO	No Injury	4/6/2017	Thursday	02PM-03PM	2	2	0	0	Snow	Daylight	Wet	On Road
9.811	1077031	Meridian Twp	DOBIE	20' S	Head-On Left-Turn <small>Not Associated with</small>	PDO	No Injury	7/7/2017	Friday	02PM-03PM	2	4	0	0	Clear	Daylight	Dry	On Road

Total crashes for PR 336205: 41 (0 Fatal, 7 Injuries, and 34 PDO)

Jolly Road ADT Counts

				EB	WB	Actual	TOTAL	Growth Factor (0.6%/year)	Adjusted	2019 Growth Factor (1.5%/year)	Projected	2039 Projected
Autumnwood	Summergeate	2way	2009	5366	5515	10881	10881	1.06	11547	1.35	15588	15588
Kansas	Woodlake	2way	2009	4937	7414	12351	12351	1.06	13107	1.35	17694	17694
Dobie	Fairhills	2way	2009	4973	7414	12387	12387	1.06	13145	1.35	17746	17746 error correction
Kansas	Hulett	2way	2009	5554	4191	9745	9745	1.06	10341	1.35	13960	13960
Okemos	JollyOak	2way	2006	9137	8163	17300	17300	1.06	18359	1.35	24785	24785
Okemos	Alaiedon	2way	2009	5986	6804	12790	12790	1.06	13573	1.35	18324	18324
Hagadorn	Hulett	2way	2009	6310	6148	12458	12458	1.06	13221	1.35	17848	17848
West of Okemos	EB		2007	8303				1.06	8811	1.35	11895	11895
East of Okemos	WB		2007		8610			1.06	9137	1.35	12335	12335

Jolly Road Plan Volumes

				Average	Average
				2019 ADT	2039 ADT
Hagadorn	Jolly Oak	2way		12922	17444 (Average of yellow locations)
Jolly Oak	Okemos	2way		18359	24785
Okemos	Alaiedon	2way		13573	18324
Alaiedon	Dobie	2way		10944	14774 (Average of green locations)

Standard Crash Report - Intersection By Year

Ingham (County)

Report Module: Safety Management Analysis

Today's Date: Tuesday, January 28, 2020

Dates: 1/1/2013 to 12/31/2017

Intersection: Jolly Rd & Hulett Rd

Radius: 200 feet

Animal Crashes: Included

Sort Order: Year, Road Name

Physical Road(s) comprising intersection:

<u>PR Number</u>	<u>Road Name</u>	<u>Milepoint</u>
362207	Hulett Rd	0.299
336205	Jolly Rd	7.660

Standard Crash Report - Intersection By Year

PR No.	Road Name	Number	Crossroad Reference	Location	Crash Type	Severity	Date	Hour of			Number of			Environmental Condition			Relationship To Road	MP	CS	
								Weekday	Occurrence	Veh.	Occup.	Fatal	Inj.	Weather	Lighting	Surface				
Year: 2013																				
336205	Jolly Rd	8541273	HALETT	90' W	Rear End Straight	PDO	1/17/2013	Thursday	05PM-06PM	2	2	0	0	0	Clear	Dusk	Dry	On Road	0.000	0
336205	Jolly Rd	8678285	HULETT	50' W	Rear End Straight	PDO	7/14/2013	Sunday	11AM-NOON	2	2	0	0	0	Clear	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	8719787	HULETT	50' W	Rear End Straight	PDO	9/6/2013	Friday	03PM-04PM	2	2	0	0	0	Clear	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	8558939	HULETT	10' SW	Angle Straight	Injury	2/4/2013	Monday	05PM-06PM	4	4	0	1	0	Cloudy	Dusk	Dry	On Road	0.000	0
336205	Jolly Rd	8720639	HUJET	2' E	Angle Straight	PDO	9/15/2013	Sunday	08PM-09PM	2	1	0	0	0	Clear	Dark	Dry	On Road	0.000	0
Total crashes for 2013: 5 (0 Fatal, 1 Injuries, and 4 PDO)																				
Year: 2014																				
336205	Jolly Rd	8846893	HULETT	30' W	Rear End Straight	Injury	1/9/2014	Thursday	07AM-08AM	2	2	0	1	0	Cloudy	Daylight	Icy	On Road	0.000	0
336205	Jolly Rd	9024884	HULETT	10' W	Head-On Left-Turn Not Associated with Rear End Straight	Injury	8/19/2014	Tuesday	NOON-01PM	2	2	0	1	0	Cloudy	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9196888	HULETT	45' E	Rear End Straight	PDO	12/15/2014	Monday	04PM-05PM	2	4	0	0	0	Clear	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9057035	HULETT	100' E	Animal	PDO	10/4/2014	Saturday	11PM-MDNT	1	1	0	0	0	Rain	Dark, Lighted	Wet	On Road	0.000	0
Total crashes for 2014: 4 (0 Fatal, 2 Injuries, and 2 PDO)																				
Year: 2015																				
362207	Hulett Rd	9206318	JOLLY	14' N	Side-Swipe Opposite	PDO	2/26/2015	Thursday	07AM-08AM	2	3	0	0	0	Snow	Daylight	Snowy	On Road	0.000	0
336205	Jolly Rd	9781262	HULETT	50' W	Rear End Straight	PDO	12/31/2015	Thursday	NOON-01PM	2	2	0	0	0	Clear	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9460753	HULETT	12' W	Rear End Driveway	Injury	12/15/2015	Tuesday	11AM-NOON	2	2	0	1	0	Cloudy	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9350407	HULETT	15' N	Head-On Left-Turn Not Associated with Rear End Straight	Injury	7/22/2015	Wednesday	01PM-02PM	2	6	0	4	0	Cloudy	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9366308	HULETT	10' E	Head-On Left-Turn Not Associated with Rear End Straight	Injury	8/25/2015	Tuesday	05PM-06PM	2	3	0	1	0	Cloudy	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9204770	HULETT	25' E	Rear End Straight	PDO	2/17/2015	Tuesday	08AM-09AM	2	2	0	0	0	Cloudy	Daylight	Icy	On Road	0.000	0
336205	Jolly Rd	9285358	OKEMOS	158' W	Rear End Straight	Injury	6/22/2015	Tuesday	08AM-09AM	3	3	0	2	0	Clear	Daylight	Dry	On Road	0.000	0
Total crashes for 2015: 7 (0 Fatal, 4 Injuries, and 3 PDO)																				
Year: 2016																				
362207	Hulett Rd	9804556	JOLLY	19' S	Angle Turn	PDO	8/16/2016	Tuesday	01PM-02PM	2	2	0	0	0	Unknown	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9789557	HULETT	99' W	Rear End Straight	Injury	1/26/2016	Tuesday	NOON-01PM	2	2	0	1	0	Cloudy	Daylight	Wet	On Road	0.000	0
336205	Jolly Rd	9918864	HULETT	50' W	Rear End Straight	PDO	8/31/2016	Wednesday	02PM-03PM	3	4	0	0	0	Clear	Uncoded	Dry	On Road	0.000	0
336205	Jolly Rd	9994026	HULETT	25' W	Rear End Straight	PDO	1/21/2016	Thursday	04PM-05PM	3	3	0	0	0	Clear	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9780274	HULETT	15' W	Rear End Straight	Injury	8/24/2016	Wednesday	02PM-03PM	2	5	0	3	0	Cloudy	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9796319	HULETT	10' S	Head-On Left-Turn Not Associated with Rear End Straight	PDO	8/30/2016	Tuesday	02PM-03PM	2	2	0	0	0	Cloudy	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	9889701	HULETT	5' N	Head-On Left-Turn Not Associated with Rear End Straight	PDO	12/13/2016	Tuesday	07AM-08AM	2	2	0	0	0	Cloudy	Daylight	Snowy	On Road	0.000	0
336205	Jolly Rd	9837806	HULETT	40' E	Rear End Straight	PDO	10/27/2016	Thursday	07AM-08AM	2	2	0	0	0	Rain	Dark	Wet	On Road	0.000	0
336205	Jolly Rd	9790701	HAGADORN	90' E	Angle Turn	Injury	3/11/2016	Friday	NOON-01PM	2	5	0	2	0	Clear	Daylight	Dry	On Road	0.000	0
Total crashes for 2016: 9 (0 Fatal, 3 Injuries, and 6 PDO)																				
Year: 2017																				
362207	Hulett Rd	1199048	JOLLY	10' N	Angle Turn	PDO	11/17/2017	Friday	07AM-08AM	2	2	0	0	0	Cloudy	Daylight	Dry	On Road	0.000	0

Standard Crash Report - Intersection By Year

PR No.	Road Name	UD-10		Location	Crash Type	Severity	Date	Weekday	Hour of Occurrence			Number of			Environmental Condition			CS		
		Number	Crossroad Reference						Veh.	Occup.	Fatal	Inj.	Weather	Lighting	Surface	Relationship To Road	MP	Number		
336205	Jolly Rd	9938496	HULETT	25' W	Side-Swipe Same	PDO	1/27/2017	Friday	07AM-08AM	2	2	0	0	0	Cloudy	Dawn	Dry	On Road	0.000	0
336205	Jolly Rd	1206554	HULETT	15' W	Rear End Straight	PDO	12/1/2017	Friday	08AM-09AM	3	7	0	0	0	Clear	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	1231369	HULETT	1' W	Head-On Left-Turn	Injury	12/15/2017	Friday	05PM-06PM	2	3	0	1	0	Snow	Dark,Lighted	Snowy	On Road	0.000	0
336205	Jolly Rd	1070464	HULETT	5' E	Angle Turn	Injury	6/28/2017	Wednesday	01PM-02PM	2	3	0	2	0	Clear	Daylight	Dry	On Road	0.000	0
336205	Jolly Rd	1153804	HULETT	25' E	Rear End Straight	PDO	10/6/2017	Friday	08AM-09AM	2	2	0	0	0	Cloudy	Daylight	Wet	On Road	0.000	0
336205	Jolly Rd	1153803	HULETT	80' E	Rear End Straight	PDO	10/6/2017	Friday	07AM-08AM	2	2	0	0	0	Rain	Dawn	Wet	On Road	0.000	0
Total crashes for 2017: 7 (0 Fatal, 2 Injuries, and 5 PDO)																				

Total crashes for Intersection: 32 (0 Fatal, 12 Injuries, and 20 PDO)

Standard Crash Report - Milepoints

Ingham (County)

Report Module: Safety Management Analysis

Today's Date: Tuesday, January 28, 2020

Dates: 1/1/2013 to 12/31/2017

Animal Crashes: Included

PR/RoadName: 336205 : Jolly Rd

Milepoints: From 7.177 to 8.229

Sort Order: Road Name, Milepoint, Date of Crash

Milepoint **Intersection Name**
7.177 Hagadorn Rd & E Jolly Rd & Jolly Rd
8.164 Woods Edge Dr & Jolly Rd

Milepoint **Intersection Name**
7.660 Jolly Rd & Hulett Rd
8.229 Indiana Rd & Jolly Rd

Milepoint **Intersection Name**
7.923 James Phillips Dr & Coreopsis Blvd & Jolly Rd

Standard Crash Report - Milepoints

UD-10

MilePoint	Number	City/Township	Crossroad Reference	Location	PR Number:	Road Name:	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
													Veh Occup	Fat Inj	Inj	Weather	Lighting	Surface		
7.177	8706684	Meridian Twp	HAGADORN	1' SW		Jolly Rd	Sides-Swipe Same	Injury	Possible Inj	8/13/2013	Tuesday	08AM-10AM	2	3	0	1	Clear	Daylight	Dry	On Road
7.177	9887721	Meridian Twp	HAGADORN	10' S		Jolly Rd	Angle Straight	Injury	Possible Inj	10/14/2016	Friday	09AM-10AM	2	2	0	2	Clear	Daylight	Dry	On Road
7.177	9928909	Meridian Twp	HAGADORN	40' N		Jolly Rd	Misc. Multiple Vehicle	PDO	No Injury	1/17/2017	Tuesday	07AM-08AM	2	3	0	0	Rain	Dawn	Ice	On Road
7.177	9977537	Meridian Twp	HAGADORN	15' S		Jolly Rd	Angle Straight	PDO	No Injury	3/8/2017	Wednesday	05PM-06PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.177	1006930	Meridian Twp	HAGADORN	0' X		Jolly Rd	Rear End Straight	PDO	No Injury	4/14/2017	Friday	08AM-09AM	3	6	0	0	Cloudy	Daylight	Dry	On Road
7.177	1041196	Meridian Twp	HAGADORN	0' X		Jolly Rd	Rear End Straight	PDO	No Injury	5/28/2017	Sunday	01PM-02PM	2	3	0	0	Clear	Daylight	Dry	On Road
7.178	9370841	Meridian Twp	HAGADORN	3' SE		Jolly Rd	Angle Turn	Injury	Non-Incapac Inj	9/11/2015	Friday	03PM-04PM	2	3	0	2	Cloudy	Daylight	Dry	On Road
7.179	8555043	Meridian Twp	HAGADORN	10' E		Jolly Rd	Angle Turn	PDO	No Injury	1/30/2013	Wednesday	07AM-08AM	2	2	0	0	Fog	Dawn	Wet	On Road
7.179	8611963	Meridian Twp	HAGADORN	10' E		Jolly Rd	Angle Straight	PDO	No Injury	12/14/2013	Saturday	02PM-03PM	2	2	0	0	Snow	Daylight	Snowy	On Road
7.179	9895715	Meridian Twp	HAGADORN	10' E		Jolly Rd	Rear End Straight	PDO	No Injury	10/22/2016	Saturday	01PM-02PM	2	3	0	0	Unknown	Daylight	Unknown	On Road
7.180	8555051	Meridian Twp	HAGADORN	15' E		Jolly Rd	Angle Straight	Injury	Possible Inj	2/2/2013	Saturday	10PM-11PM	2	3	0	1	Clear	Dark,Lighted	Dry	On Road
7.183	9800866	Meridian Twp	HAGADORN	30' NE		Jolly Rd	Rear End Straight	Injury	Possible Inj	9/9/2016	Friday	05PM-06PM	2	2	0	1	Cloudy	Daylight	Dry	On Road
7.185	8786676	Meridian Twp	HAGADORN	50' E		Jolly Rd	Rear End Straight	PDO	No Injury	11/23/2013	Saturday	09PM-10PM	2	2	0	0	Cloudy	Dark	Dry	On Road
7.186	9796966	Meridian Twp	HAGADORN	50' E		Jolly Rd	Rear End Straight	PDO	No Injury	3/9/2016	Wednesday	05PM-06PM	2	2	0	0	Unknown	Dusk	Unknown	On Road
7.191	8780881	Meridian Twp	HAGADORN	75' E		Jolly Rd	Sides-Swipe Same	PDO	No Injury	11/9/2013	Saturday	11PM-MDNT	1	1	0	0	Clear	Dark	Dry	On Road
7.191	9874513	Meridian Twp	HAGADORN	75' E		Jolly Rd	Rear End Left Turn	PDO	No Injury	10/3/2016	Monday	NOON-01PM	2	3	0	0	Cloudy	Daylight	Dry	On Road
7.196	8916535	Meridian Twp	HAGADORN	100' E		Jolly Rd	Head-On Left-Turn	PDO	No Injury	3/21/2014	Friday	07AM-08AM	2	2	0	0	Clear	Dawn	Dry	On Road
7.215	8731925	Meridian Twp	HAGADORN	200' E		Jolly Rd	Rear End Straight	Injury	Non-Incapac Inj	9/30/2013	Monday	02PM-03PM	3	4	0	3	Clear	Daylight	Dry	On Road
7.234	9116815	Meridian Twp	HAGADORN	300' E		Jolly Rd	Other Driveway	Injury	Possible Inj	11/18/2014	Tuesday	08AM-09AM	2	3	0	1	Snow	Daylight	Ice	On Road
7.234	9228412	Meridian Twp	HAGADORN	300' E		Jolly Rd	Sides-Swipe Same	PDO	No Injury	3/26/2015	Thursday	NOON-01PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.234	9400504	Meridian Twp	HAGADORN	300' E		Jolly Rd	Animal	PDO	No Injury	10/11/2015	Sunday	09PM-10PM	1	1	0	0	Clear	Dark	Dry	On Road
7.234	9795335	Meridian Twp	HAGADORN	299' E		Jolly Rd	Fixed Object	PDO	No Injury	7/13/2016	Wednesday	10AM-11AM	1	1	0	0	Rain	Other	Wet	On Road
7.272	9796261	Meridian Twp	HAGADORN	500' E		Jolly Rd	Animal	PDO	No Injury	1/12/2016	Tuesday	01AM-02AM	1	1	0	0	Snow	Dark	Snowy	On Road
7.277	9333958	Meridian Twp	HAGADORN	528' E		Jolly Rd	Rear End Left Turn	PDO	No Injury	7/27/2015	Monday	04PM-05PM	2	6	0	0	Clear	Daylight	Dry	On Road
7.277	9411656	Meridian Twp	HAGADORN	528' E		Jolly Rd	Sides-Swipe Same	PDO	No Injury	10/25/2015	Sunday	02PM-03PM	2	4	0	0	Clear	Daylight	Dry	On Road
7.277	1166501	Meridian Twp	HAGADORN	528' E		Jolly Rd	Animal	PDO	No Injury	10/19/2017	Thursday	08PM-09PM	1	1	0	0	Clear	Dark	Dry	On Road
7.347	9874515	Meridian Twp	HAGADORN	900' E		Jolly Rd	Rear End Left Turn	PDO	No Injury	9/13/2016	Tuesday	07AM-08AM	2	3	0	0	Clear	Daylight	Dry	On Road
7.423	9431364	Meridian Twp	HULETT	1,250' W		Jolly Rd	Sides-Swipe Same	PDO	No Injury	11/13/2015	Friday	07AM-08AM	2	2	0	0	Rain	Dawn	Wet	On Road
7.427	9415058	Meridian Twp	HAGADORN	1,230' E		Jolly Rd	Head-On Left-Turn	Injury	Non-Incapac Inj	10/29/2015	Thursday	02AM-03AM	2	3	0	1	Clear	Dark	Wet	On Road
7.427	9662619	Meridian Twp	HAGADORN	1,230' E		Jolly Rd	Animal	PDO	No Injury	2/19/2016	Friday	06AM-07AM	1	1	0	0	Clear	Dark	Dry	On Road
7.460	8953101	Meridian Twp	HULETT	1,056' W		Jolly Rd	Rear End Straight	Injury	Possible Inj	5/16/2014	Friday	11PM-MDNT	2	2	0	1	Cloudy	Dark	Dry	On Road

Standard Crash Report - Milepoints

UD-10

MilePoint	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
											Veh Occup	Fat Inj	Inj	Weather	Lighting	Surface		
7.471	9844671	Meridian Twp	HULETT	1,000' W	Animal	PDO	No Injury	10/20/2016	Thursday	06PM-07PM	1	3	0	0	Uncoded	Uncoded	Uncoded	On Road
7.508	6644393	Meridian Twp	HULETT	800' W	Rear End Straight	Injury	Possible Inj	5/28/2013	Tuesday	07AM-08AM	3	3	0	1	Rain	Daylight	Wet	On Road
7.560	9796322	Meridian Twp	HULETT	528' W	Side-Swipe Same	PDO	No Injury	9/13/2016	Tuesday	03PM-04PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.560	9864379	Meridian Twp	HULETT	527' W	Rear End Straight	PDO	No Injury	11/19/2016	Saturday	NOON-01PM	2	2	0	0	Snow	Daylight	Dry	On Road
7.565	9855532	Meridian Twp	HULETT	500' W	Rear End Straight	PDO	No Injury	2/23/2016	Tuesday	07AM-08AM	2	4	0	0	Cloudy	Daylight	Dry	On Road
7.611	9879839	Meridian Twp	HULETT	259' W	Animal	PDO	No Injury	12/3/2016	Saturday	05PM-06PM	1	1	0	0	Clear	Dark	Dry	On Road
7.641	9789557	Meridian Twp	HULETT	99' W	Rear End Straight	Injury	Possible Inj	1/25/2016	Tuesday	NOON-01PM	2	2	0	1	Cloudy	Daylight	Wet	On Road
7.643	8541273	Meridian Twp	HALETT	90' W	Rear End Straight	PDO	No Injury	1/17/2013	Thursday	05PM-06PM	2	2	0	0	Clear	Dusk	Dry	On Road
7.651	8678285	Meridian Twp	HULETT	50' W	Rear End Straight	PDO	No Injury	7/14/2013	Sunday	11AM-NOON	2	2	0	0	Clear	Daylight	Dry	On Road
7.651	8719787	Meridian Twp	HULETT	50' W	Rear End Straight	PDO	No Injury	9/6/2013	Friday	03PM-04PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.651	9781262	Meridian Twp	HULETT	50' W	Rear End Straight	PDO	No Injury	12/31/2015	Thursday	NOON-01PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.651	9918664	Meridian Twp	HULETT	50' W	Rear End Straight	PDO	No Injury	8/31/2016	Wednesday	02PM-03PM	3	4	0	0	Clear	Uncoded	Dry	On Road
7.654	8646893	Meridian Twp	HULETT	30' W	Rear End Straight	Injury	Possible Inj	1/9/2014	Thursday	07AM-08AM	2	2	0	1	Cloudy	Daylight	Icy	On Road
7.655	9994026	Meridian Twp	HULETT	25' W	Rear End Straight	PDO	No Injury	1/21/2016	Thursday	04PM-05PM	3	3	0	0	Clear	Daylight	Dry	On Road
7.655	9938496	Meridian Twp	HULETT	25' W	Side-Swipe Same	PDO	No Injury	1/27/2017	Friday	07AM-08AM	2	2	0	0	Cloudy	Dawn	Dry	On Road
7.657	9780274	Meridian Twp	HULETT	15' W	Rear End Straight	Injury	Possible Inj	8/24/2016	Wednesday	02PM-03PM	2	5	0	3	Cloudy	Daylight	Dry	On Road
7.657	1206554	Meridian Twp	HULETT	15' W	Rear End Straight	PDO	No Injury	12/1/2017	Friday	08AM-09AM	3	7	0	0	Clear	Daylight	Dry	On Road
7.658	8558939	Meridian Twp	HULETT	10' SW	Angle Straight	Injury	Possible Inj	2/4/2013	Monday	05PM-06PM	4	4	0	1	Cloudy	Dusk	Dry	On Road
7.658	9024884	Meridian Twp	HULETT	10' W	Head-On Left-Turn	Injury	Non-Incapacit Inj	8/19/2014	Tuesday	NOON-01PM	2	2	0	1	Cloudy	Daylight	Dry	On Road
7.658	9460753	Meridian Twp	HULETT	12' W	Rear End Driveway	Injury	Possible Inj	12/15/2015	Tuesday	11AM-NOON	2	2	0	1	Cloudy	Daylight	Dry	On Road
7.660	8720639	Meridian Twp	HULETT	2' E	Angle Straight	PDO	No Injury	9/15/2013	Sunday	08PM-09PM	2	1	0	0	Clear	Dark	Dry	On Road
7.660	9350407	Meridian Twp	HULETT	15' N	Head-On Left-Turn	Injury	Non-Incapacit Inj	7/22/2015	Wednesday	01PM-02PM	2	6	0	4	Cloudy	Daylight	Dry	On Road
7.660	9796319	Meridian Twp	HULETT	10' S	Head-On Left-Turn	PDO	No Injury	8/30/2016	Tuesday	02PM-03PM	2	2	0	0	Cloudy	Daylight	Dry	On Road
7.660	9689701	Meridian Twp	HULETT	5' N	Head-On Left-Turn	PDO	No Injury	12/13/2016	Tuesday	07AM-08AM	2	2	0	0	Cloudy	Daylight	Snowy	On Road
7.660	1231369	Meridian Twp	HULETT	1' W	Head-On Left-Turn	Injury	Possible Inj	12/15/2017	Friday	05PM-06PM	2	3	0	1	Snow	Dark, Lighted	Snowy	On Road
7.661	1070464	Meridian Twp	HULETT	5' E	Angle Turn	Injury	Possible Inj	5/28/2017	Wednesday	01PM-02PM	2	3	0	2	Clear	Daylight	Dry	On Road
7.662	9366308	Meridian Twp	HULETT	10' E	Head-On Left-Turn	Injury	Non-Incapacit Inj	8/25/2015	Tuesday	05PM-06PM	2	3	0	1	Cloudy	Daylight	Dry	On Road
7.665	9204770	Meridian Twp	HULETT	25' E	Rear End Straight	PDO	No Injury	2/17/2015	Tuesday	08AM-09AM	2	2	0	0	Cloudy	Daylight	Icy	On Road
7.665	1153804	Meridian Twp	HULETT	25' E	Rear End Straight	PDO	No Injury	10/6/2017	Friday	08AM-09AM	2	2	0	0	Cloudy	Daylight	Wet	On Road
7.668	9837806	Meridian Twp	HULETT	40' E	Rear End Straight	PDO	No Injury	10/27/2016	Thursday	07AM-08AM	2	2	0	0	Rain	Dark	Wet	On Road
7.669	9196888	Meridian Twp	HULETT	45' E	Rear End Straight	PDO	No Injury	12/15/2014	Monday	04PM-05PM	2	4	0	0	Clear	Daylight	Dry	On Road
7.675	1153803	Meridian Twp	HULETT	60' E	Rear End Straight	PDO	No Injury	10/6/2017	Friday	07AM-08AM	2	2	0	0	Rain	Dawn	Wet	On Road

Standard Crash Report - Milepoints

UD-10

MilePoint	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
											Veh Occup	Fat	Inj	Weather	Lighting	Surface		
7.677	9790701	Meridian Twp	HAGADORN	90' E	Angle Turn	Injury	Non-Incapacit Inj	3/11/2016	Friday	NOON-01PM	2	5	0	2	Clear	Daylight	Dry	On Road
7.679	9057035	Meridian Twp	HULETT	100' E	Animal	PDO	No Injury	10/4/2014	Saturday	11PM-MDNT	1	1	0	0	Rain	Dark Lighted	Wet	On Road
7.690	9285358	Meridian Twp	OKEMOS	158' W	Rear End Straight	Injury	Possible Inj	6/2/2015	Tuesday	08AM-09AM	3	3	0	2	Clear	Daylight	Dry	On Road
7.698	9837807	Meridian Twp	HULETT	200' E	Rear End Straight	PDO	No Injury	10/27/2016	Thursday	09AM-09AM	2	2	0	0	Rain	Dark	Wet	On Road
7.717	9462571	Meridian Twp	HULETT	300' E	Side-Swipe Same	PDO	No Injury	12/14/2015	Monday	01PM-02PM	2	2	0	0	Rain	Daylight	Wet	On Road
7.726	8753363	Meridian Twp	HULETT	350' E	Rear End Straight	PDO	No Injury	10/21/2013	Monday	07AM-08AM	2	3	0	0	Rain	Dawn	Wet	Uncoded
7.725	8753364	Meridian Twp	HULETT	350' E	Rear End Straight	PDO	No Injury	10/21/2013	Monday	07AM-08AM	2	2	0	0	Rain	Dawn	Wet	On Road
7.755	8710845	Meridian Twp	HULETT	500' E	Animal	PDO	No Injury	9/2/2013	Monday	MDNT-01AM	1	1	0	0	Clear	Dark	Dry	On Road
7.760	8939974	Meridian Twp	HULETT	528' E	Side-Swipe Same	PDO	No Injury	4/28/2014	Monday	05PM-06PM	2	3	0	0	Cloudy	Daylight	Dry	On Road
7.777	9252876	Meridian Twp	HAGADORN	618' E	Rear End Straight	Injury	Possible Inj	3/2/2015	Monday	04PM-05PM	2	2	0	1	Clear	Daylight	Dry	On Road
7.860	9044801	Meridian Twp	HULETT	333' E	Rear End Driveway	Injury	Possible Inj	9/17/2014	Wednesday	07AM-08AM	2	2	0	1	Clear	Dawn	Dry	On Road
7.904	9251315	Meridian Twp	JAMES PHILLIPS	100' W	Side-Swipe Same	PDO	No Injury	5/1/2015	Friday	04PM-05PM	2	3	0	0	Clear	Daylight	Dry	On Road
7.904	9978477	Meridian Twp	JAMES PHILLIPS	100' W	Head-on	PDO	No Injury	3/15/2017	Wednesday	01PM-02PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.909	9063513	Meridian Twp	COREOPSIS	75' W	Rear End Straight	PDO	No Injury	10/3/2014	Friday	07AM-08AM	3	4	0	0	Rain	Dawn	Wet	On Road
7.910	8578352	Meridian Twp	HULETT	69' E	Fixed Object	PDO	No Injury	2/26/2013	Tuesday	07PM-08PM	1	1	0	0	Snow	Dark	Snowy	Out Shou/Curb
7.910	9063480	Meridian Twp	COREOPSIS	70' W	Rear End Straight	Injury	Non-Incapacit Inj	10/3/2014	Friday	07AM-08AM	2	4	0	1	Rain	Dawn	Uncoded	On Road
7.918	9878317	Meridian Twp	JAMES PHILLIPS	25' W	Rear End Straight	PDO	No Injury	12/2/2016	Friday	05PM-06PM	2	2	0	0	Cloudy	Dark	Dry	On Road
7.922	9358198	Meridian Twp	JAMES PHILLIPS	5' W	Rear End Straight	PDO	No Injury	8/28/2015	Friday	NOON-01PM	2	2	0	0	Clear	Daylight	Dry	On Road
7.922	1028278	Meridian Twp	COREOPSIS	7' W	Head-On Left-Turn	PDO	No Injury	5/12/2017	Friday	05PM-06PM	2	3	0	0	Clear	Daylight	Dry	On Road
7.924	8905053	Meridian Twp	COREOPSIS	5' E	Angle Straight	PDO	No Injury	3/7/2014	Friday	11AM-NOON	2	2	0	0	Clear	Daylight	Dry	On Road
7.940	9250344	Meridian Twp	JAMES PHILLIPS	90' E	Rear End Straight	PDO	No Injury	4/27/2015	Monday	02AM-03AM	2	3	0	0	Clear	Daylight	Dry	On Road
7.942	8611154	Meridian Twp	COREOPSIS	100' E	Animal	PDO	No Injury	4/3/2013	Wednesday	08AM-09AM	1	1	0	0	Clear	Daylight	Dry	On Road
7.970	9315504	Meridian Twp	COREOPSIS	250' E	Rear End Right Turn	PDO	No Injury	6/22/2015	Monday	09AM-10AM	2	3	0	0	Clear	Daylight	Dry	On Road
7.970	9799139	Meridian Twp	COREOPSIS	250' E	Animal	Injury	Possible Inj	4/2/2016	Saturday	10PM-11PM	1	1	0	1	Clear	Dark	Dry	On Road
8.018	9799209	Meridian Twp	COREOPSIS	500' E	Animal	PDO	No Injury	2/14/2016	Sunday	07PM-08PM	1	3	0	0	Clear	Dark	Dry	On Road
8.066	1049330	Meridian Twp	KANSAS	1,056' W	Rear End Straight	PDO	No Injury	6/6/2017	Tuesday	NOON-01PM	2	3	0	0	Clear	Daylight	Dry	On Road
8.100	9452871	Meridian Twp	INDIANA	338' W	Animal	PDO	No Injury	12/7/2015	Monday	07PM-08PM	1	2	0	0	Fog	Dark	Dry	On Road
8.162	9777530	Meridian Twp	INDIANA	11' W	Angle Turn	PDO	No Injury	8/12/2016	Friday	11AM-NOON	2	3	0	0	Clear	Daylight	Dry	On Road
8.190	9794460	Meridian Twp	OKEMOS RD	137' W	Animal	PDO	No Injury	9/11/2016	Sunday	10PM-11PM	1	1	0	0	Clear	Dark	Dry	On Road
8.210	8612127	Meridian Twp	INDIANA	100' W	Rear End Straight	PDO	No Injury	4/9/2013	Tuesday	05PM-06PM	2	2	0	0	Cloudy	Daylight	Dry	On Road
8.210	1189637	Meridian Twp	INDIANA	100' W	Animal	PDO	No Injury	11/10/2017	Friday	09AM-10AM	1	2	0	0	Clear	Daylight	Dry	On Road

Standard Crash Report - Milepoints

MilePoint	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road
											Veh	Occup	Fat Inj	Weather	Lighting	Surface	
Total crashes for PR 336205: 94 (0 Fatal, 26 Injuries, and 68 PDO)																	

Standard Crash Report - Milepoints

Ingham (County)

Report Module: Safety Management Analysis

Today's Date: Tuesday, January 28, 2020

Dates: 1/1/2013 to 12/31/2017

Animal Crashes: Included

PR/RoadName: 336205 : Jolly Rd

Milepoints: From 9.065 to 9.811

Sort Order: Road Name, Milepoint, Date of Crash

Milepoint Intersection Name
9.065 Autumnwood Ln & Jolly Rd
9.811 Dobie Rd & Jolly Rd

Milepoint Intersection Name
9.233 Jolly Rd & Summergate Ln

Milepoint Intersection Name
9.427 Fairhills Dr & Jolly Rd

Standard Crash Report - Milepoints

UD-10

MilePoint	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury/Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
											Veh Occup	Fat Inj	Surf	Weather	Lighting	Surface		
PR Number: 336205 Road Name: Jolly Rd																		
9.06S	8717738	Meridian Twp	AUTUMNWOOD	10' S	Head-On Left-Turn Mut. Approach/Unid.	Injury	Possible Inj	9/10/2013	Tuesday	08PM-09PM	2	2	0	1	Clear	Dusk	Dry	On Road
9.20S	9905444	Meridian Twp	SUMMERGATE	150' W	Animal	PDO	No Injury	12/26/2016	Monday	11AM-NOON	1	1	0	0	Rain	Daylight	Wet	On Road
9.214	1223065	Meridian Twp	SUMMERGATE	100' W	Rear End Straight	PDO	No Injury	12/12/2017	Tuesday	08AM-09AM	2	4	0	0	Cloudy	Daylight	Icy	On Road
9.214	1223069	Meridian Twp	SUMMERGATE	100' W	Rear End Straight	PDO	No Injury	12/12/2017	Tuesday	08AM-09AM	2	4	0	0	Cloudy	Daylight	Icy	On Road
9.223	8957888	Meridian Twp	SUMMERGATE	52' W	Side-Swipe Same	PDO	No Injury	5/22/2014	Thursday	04PM-05PM	2	2	0	0	Clear	Daylight	Dry	On Road
9.233	8726387	Meridian Twp	SUMMERGATE	20' N	Head-On Left-Turn Mut. Approach/Unid.	Injury	Possible Inj	9/24/2013	Tuesday	09AM-09AM	2	4	0	1	Clear	Daylight	Dry	On Road
9.234	9835289	Meridian Twp	SUMMERGATE	5' E	Angle Turn	Injury	Possible Inj	10/24/2016	Monday	04PM-05PM	2	5	0	5	Clear	Daylight	Dry	On Road
9.235	9795351	Meridian Twp	SUMMERGATE	10' E	Head-On Left-Turn Mut. Approach/Unid.	Injury	Possible Inj	8/31/2016	Wednesday	07PM-08PM	2	3	0	2	Clear	Daylight	Dry	On Road
9.238	1098039	Meridian Twp	SUMMERGATE	25' E	Animal	PDO	No Injury	8/2/2017	Wednesday	06AM-07AM	1	1	0	0	Clear	Dawn	Dry	On Road
9.252	9209582	Meridian Twp	SUMMERGATE	100' E	Rear End Straight	PDO	No Injury	1/28/2015	Monday	03PM-04PM	2	2	0	0	Clear	Daylight	Dry	On Road
9.252	1150984	Meridian Twp	SUMMERGATE	100' E	Animal	PDO	No Injury	10/4/2017	Wednesday	07PM-08PM	1	1	0	0	Clear	Dark	Dry	On Road
9.311	9477993	Meridian Twp	DOBIE	412' W	Animal	Injury	Possible Inj	1/1/2016	Friday	05PM-06PM	1	1	0	1	Clear	Dark	Dry	On Road
9.311	9906241	Meridian Twp	DOBIE	412' W	Side-Swipe Same	PDO	No Injury	12/26/2016	Monday	09PM-10PM	2	3	0	0	Clear	Dark	Dry	On Road
9.413	9759827	Meridian Twp	FAIRHILLS	75' W	Side-Swipe Same	PDO	No Injury	7/29/2016	Friday	01PM-02PM	2	2	0	0	Cloudy	Daylight	Dry	On Road
9.421	5270650	Meridian Twp	FAIRHILLS	30' W	Rear End Left Turn	PDO	No Injury	5/31/2015	Sunday	10AM-11AM	2	2	0	0	Cloudy	Daylight	Wet	On Road
9.433	9346540	Meridian Twp	SUMMERGATE	32' E	Animal	PDO	No Injury	7/27/2015	Monday	11PM-MDNT	1	1	0	0	Clear	Dark	Dry	On Road
9.436	9196882	Meridian Twp	FAIRHILLS	50' E	Overtun	PDO	No Injury	12/19/2014	Friday	MDNT-01AM	1	1	0	0	Steel/Hail	Dark	Icy	On Road
9.446	8573635	Meridian Twp	FAIRHILLS	100' E	Animal	PDO	No Injury	2/24/2013	Sunday	01PM-02PM	1	1	0	0	Cloudy	Daylight	Dry	On Road
9.465	9937849	Meridian Twp	FAIRHILLS	200' E	Side-Swipe Opposite	PDO	No Injury	1/28/2017	Saturday	04PM-05PM	2	2	0	0	Snow	Daylight	Icy	On Road
9.511	8711170	Meridian Twp	DOBIE	444' W	Animal	PDO	No Injury	9/2/2013	Monday	06PM-09PM	1	1	0	0	Cloudy	Dark	Dry	On Road
9.522	8832511	Meridian Twp	FAIR HILLS	500' E	Rear End Straight	Injury	Possible Inj	12/27/2013	Friday	02PM-03PM	3	5	0	1	Cloudy	Daylight	Dry	On Road
9.522	1153801	Meridian Twp	FAIRHILLS	500' E	Animal	PDO	No Injury	10/8/2017	Sunday	07PM-08PM	1	1	0	0	Clear	Dark	Dry	On Road
9.527	8942547	Meridian Twp	DOBIE	528' W	Rear End Straight	PDO	No Injury	4/30/2014	Wednesday	10AM-11AM	2	1	0	0	Cloudy	Daylight	Dry	On Road
9.527	9936215	Meridian Twp	FAIRHILLS	528' E	Side-Swipe Opposite	PDO	No Injury	1/28/2017	Saturday	03PM-04PM	2	2	0	0	Snow	Daylight	Icy	On Road
9.551	8836191	Meridian Twp	FAIRHILLS	708' E	Fixed Object	PDO	No Injury	1/2/2014	Thursday	04PM-05PM	1	1	0	0	Cloudy	Daylight	Snowy	Out Shoul/Curb
9.561	9154142	Meridian Twp	DOBIE	708' W	Side-Swipe Same	PDO	No Injury	12/24/2014	Wednesday	08PM-09PM	2	1	0	0	Snow	Dark	Snowy	On Road
9.611	9470611	Meridian Twp	DOBIE	972' W	Side-Swipe Same	Injury	Possible Inj	12/18/2015	Friday	04PM-05PM	2	2	0	1	Snow	Daylight	Icy	On Road
9.611	9697719	Meridian Twp	DOBIE	972' W	Side-Swipe Same	PDO	No Injury	5/14/2016	Saturday	09PM-10PM	1	3	0	0	Clear	Dark	Dry	On Road
9.616	1241668	Meridian Twp	FAIRHILLS	1,000' E	Fixed Object	PDO	No Injury	12/19/2017	Tuesday	06AM-07AM	1	2	0	0	Clear	Dark	Dry	On Road
9.711	8889392	Meridian Twp	DOBIE	528' W	Animal	PDO	No Injury	2/13/2014	Thursday	11PM-MDNT	1	1	0	0	Cloudy	Dark	Dry	On Road
9.773	9782046	Meridian Twp	DOBIE	200' W	Animal	PDO	No Injury	8/27/2016	Saturday	05AM-06AM	1	1	0	0	Clear	Dark,Lighted	Dry	On Road

Standard Crash Report - Milepoints

UD-10

MilePoint	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
											Veh	Occup	Fat Inj	Weather	Lighting	Surface		
9.783	9796265	Meridian Twp	DOBIE	150' W	Rear End Straight	PDO	No Injury	6/10/2016	Friday	10AM-11AM	2	2	0	0	Cloudy	Daylight	Dry	On Road
9.792	9843569	Meridian Twp	DOBIE	100' W	Animal	PDO	No Injury	10/29/2016	Saturday	07PM-08PM	1	1	0	0	Uncoded	Uncoded	Uncoded	On Road
9.802	9246612	Meridian Twp	DOBIE	50' W	Head-On Left-Turn	Injury	Possible Inj	4/25/2015	Saturday	04PM-05PM	2	2	0	1	Clear	Daylight	Dry	On Road
9.802	1088499	Meridian Twp	DOBIE	50' W	Side-Swipe Opposite	PDO	No Injury	7/21/2017	Friday	03PM-04PM	2	2	0	0	Clear	Daylight	Dry	On Road
9.807	9800783	Meridian Twp	DOBIE	20' W	Head-On Left-Turn	PDO	No Injury	5/27/2016	Friday	06PM-07PM	2	3	0	0	Clear	Daylight	Dry	On Road
9.809	9306899	Meridian Twp	DOBIE	10' W	Head-On Left-Turn	Injury	Possible Inj	6/10/2015	Wednesday	05PM-06PM	2	4	0	3	Clear	Daylight	Dry	On Road
9.811	8739336	Meridian Twp	DOBIE	5' N	Side-Swipe Opposite	PDO	No Injury	10/7/2013	Monday	05PM-06PM	2	3	0	0	Cloudy	Daylight	Dry	On Road
9.811	9063461	Meridian Twp	DOBIE	5' N	Head-On Left-Turn	Injury	Possible Inj	10/6/2014	Monday	02PM-03PM	2	2	0	1	Clear	Daylight	Dry	On Road
9.811	8998947	Meridian Twp	DOBIE	0' X	Side-Swipe Opposite	PDO	No Injury	4/6/2017	Thursday	02PM-03PM	2	2	0	0	Snow	Daylight	Wet	On Road
9.811	1077031	Meridian Twp	DOBIE	20' S	Head-On Left-Turn	PDO	No Injury	7/17/2017	Friday	02PM-03PM	2	4	0	0	Clear	Daylight	Dry	On Road

Total crashes for PR 336205: 41 (0 Fatal, 10 Injuries, and 31 PDO)

INGHAM COUNTY ROAD DEPARTMENT

AUSTIN E. CAVANAUGH ADMINISTRATION BUILDING
301 Bush Street, P.O. Box 38, Mason, MI 48854-0038

William M. Conklin, P.E.
Managing Director



CRASH ANALYSIS

Jolly Road – Hagadorn Road to Dobie Road
[Excluding Okemos Rd Intersection (Kansas Rd to Alaiedon Parkway)]
STU 33000, JN 205685A

December 21, 2019

Jolly Road is designated an Urban Principal Arterial road from Hagadorn Road to Okemos Road intersection and Urban Minor Arterial Collector from Okemos Road to Dobie Road. Within the project limits, there are Five Signalized intersections, (Hagadorn Road, Hulett Road, Okemos Road, Alaiedon Parkway, and Dobie Road), four (4) county primary intersections (Hagadorn Road, Hulett Road, Okemos Road, and Dobie Road and several local public roads (James Phillips Drive (Coreopsis Blvd), Indiana Road, Kansas Road, Woodlake Drive, Jolly-Oak Road, Alaiedon Parkway Autumnwood Lane, Summergate Lane, and Fairhills Drive). Jolly Road Road is a 4 lane road from Hagadorn Road to Dobie Road Road with a center Left Turn Lane added for 5 lanes between Woodlake Drive and Alaiedon Parkway.

The average daily traffic (ADT) along Jolly Road is as follows:

Segment	ADT (vpd)	Length (mi)	VehMI/yr (x 10 ⁶)
Hagadorn Road to Kansas Road	12922	1.09	51.41
Autumnwood to Dobie	10944	0.748	29.88
Total Project Length		1.838	81.29

The ADT's listed above are based on the latest available traffic data. However, the Jolly Rd/Hulett Rd intersection was counted in late 2019 and the 2019 counts were comparable with the 2007 intersection count. Based on the consistency, the 2006/2007 counts throughout the project were used, unchanged.

For the 5-year period of 01/01/2014 through 12/31/2018, there were a total of 128 crashes, with 33 injury crashes and no fatal crashes along the 1.838 mile long project limits. Below is a crash summary by project segment:

Telephone: (517) 676-9722 1-800-968-9733 Fax: (517) 676-2085
E-Mail: roads@ingham.org Web Site: <http://www.rc.ingham.org>
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Segment	Total	Crashes				Crash Rate	
		Injury	PDO	Fatal	Animal	w/Animal Per 10 ⁶ VehMi/yr	w/o Animal
Hagadorn Road to Kansas Street	87	26	61	0	13	0.34	0.29
Autumnwood to Dobie	41	7	34	0	15	0.27	0.17
Totals	128	33	95	0	28	0.31	0.25

The overall number of total crashes along Jolly Road is average to low when compared with other urban collector roadways in the region. The frequency and types of crashes located within the remaining project limits are typical for the road geometry, user characteristics, and volume. Animal crashes (28) account for 22% of the total number of crashes.

Between Hagadorn Road and Kansas Street, the leading crash types identified are 'Rear End_' (31), 'Head on left turn' (11), and 'Side-swipe same' (11), these crashes account for 61% of the total crashes along that stretch of roadway. These crashes are correctable crashes, typical of a four lane road, and are concentrated at each intersection. Establishing a center left turn lane is expected to reduce the frequency of these crashes.

Between Autumnwood Road and Dobie Road, the leading crash types identified are 'Rear End_' (6), 'Head on left turn' (6), and 'Side-swipe_' (9), these crashes account for 51% of the total crashes along that stretch of roadway. These crashes are correctable crashes, typical of a four lane road, and are concentrated at each intersection. Establishing a center left turn lane is expected to reduce the frequency of these crashes.

A significant number of crashes were observed near the signalized intersection of Jolly Rd. and Hulett Rd with 33% of the total crashes or 29 of the 89 crashes reported. Initially, crashes occurring within 200 ft. of the intersection were considered a crash generated by the intersection. To develop a better understanding, an intersection crash report was completed. The report provided an insight of accidents within 0.01 Miles from the center of the intersection in all four directions. The following table shows a summary of the intersection accidents at Kipp and Hull Roads.

Segment	Total	Intersection Crashes				Injury	Approach Volume	Crash Rate / Spot
		Angle	Head-On	Rear End				
Jolly Road	23	3	7	13	11	15337	0.82	
Hulett Road	3	2	0	1	0	2271	0.72	
Totals	26	5	7	14	11	17608	0.81	

A traffic signal project to reconstruct the Jolly and Hulett traffic signal is also planned as part of the Road project in 2020. The Signal will be configured to operate with permissive/protected left turn

movements on the Jolly Road approaches of the intersection. The 4 to 3 lane reconfiguration to establish a center left turn lane is expected to reduce 'Angle _' and 'Head-on Left Turn' crashes by improving sight lines of opposing traffic. Also, it is anticipated that 'rear end' and sideswipe crashes may be reduced by mitigating complex maneuvers through the establishment clearly designated Left Turn Lanes. Reducing signalized intersection crashes will significantly reduce overall crash rates in the project segment.

No other particular crash pattern or correctable crash cause is identifiable within the project limits. New pavement markings and diamond grade retro-reflective signing (not part of federal aid contract) will also enhance safety of the completed project.



Ingham County Road Department

301 Bush Street
Mason, Michigan, 48854

Intersection Turning Movements

File Name : Jolly @ Hulett 12-18-2019

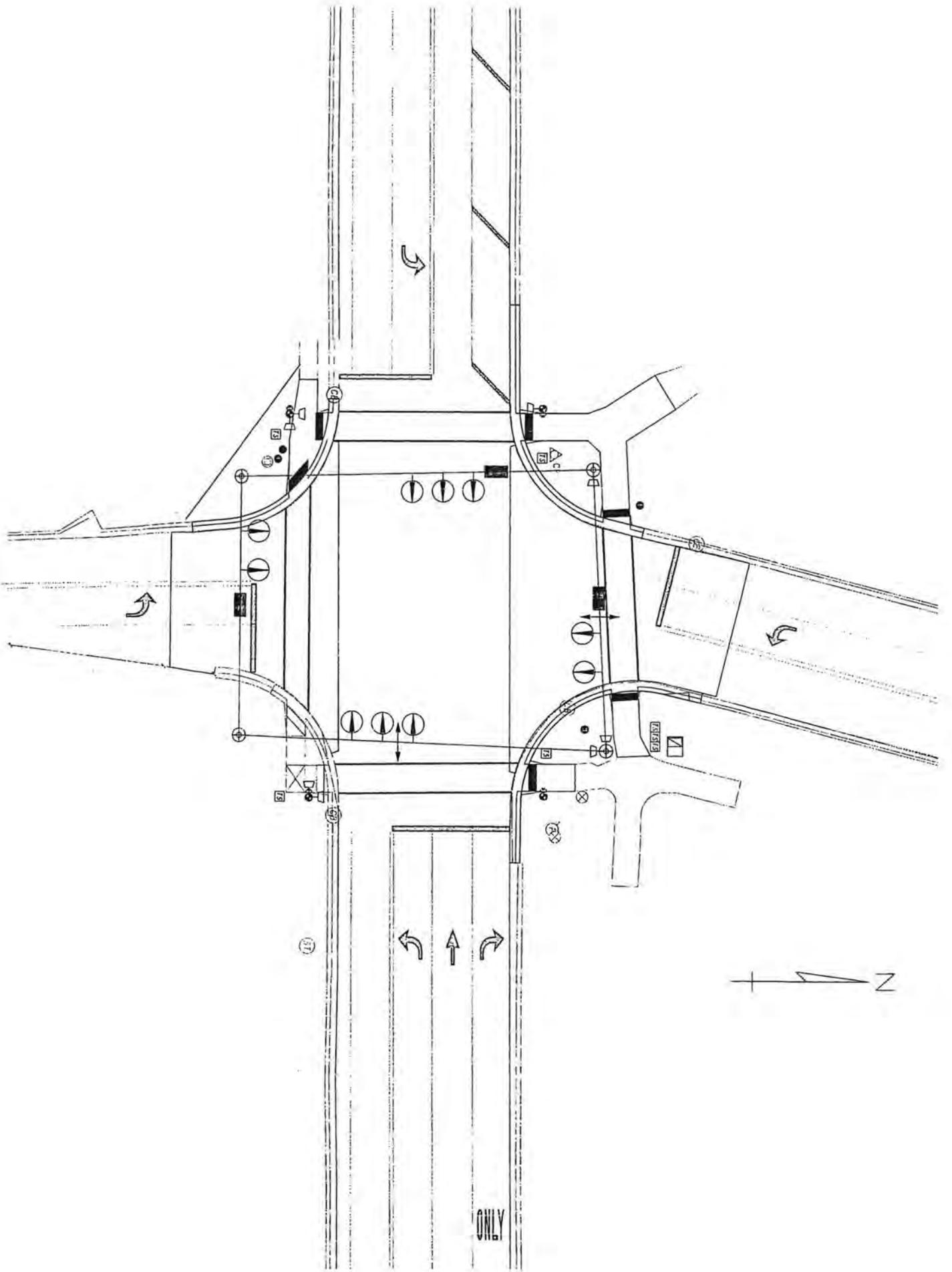
Site Code : 12345678

Start Date : 12/18/2019

Page No : 1

Groups Printed- Unshifted

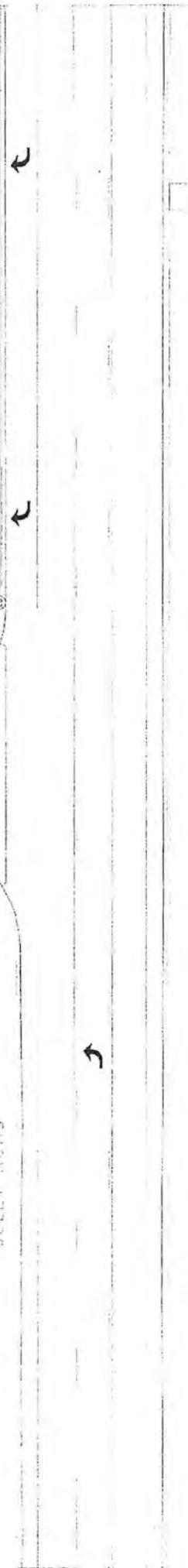
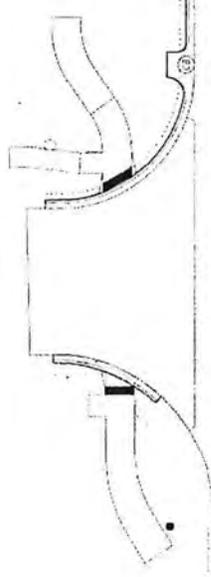
Start Time	From North					From East					From South					From West					Appr. Total	Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
07:00 AM	31	0	20	0	51	27	99	4	0	130	1	0	0	0	1	2	38	9	0	49	231	
07:15 AM	67	2	38	0	107	121	152	5	0	278	1	8	0	0	9	1	68	11	0	80	474	
07:30 AM	53	1	66	2	122	73	206	1	0	280	2	3	2	0	7	1	122	7	0	130	539	
07:45 AM	9	1	10	0	20	14	159	3	0	176	3	0	1	0	4	1	133	8	0	142	342	
Total	160	4	134	2	300	235	616	13	0	864	7	11	3	0	21	5	361	35	0	401	1586	
08:00 AM	26	2	6	0	34	10	141	3	0	154	2	1	2	0	5	3	108	14	0	125	318	
08:15 AM	21	0	4	0	25	2	150	3	0	155	1	1	1	0	3	5	98	9	0	112	295	
08:30 AM	18	0	13	0	31	8	194	5	0	207	4	0	1	0	5	2	119	13	0	134	377	
08:45 AM	19	0	9	0	28	14	123	1	2	140	1	0	5	0	6	3	98	9	0	110	284	
Total	84	2	32	0	118	34	608	12	2	656	8	2	9	0	19	13	423	45	0	481	1274	
*** BREAK ***																						
11:00 AM	4	1	5	0	10	5	82	2	0	89	1	0	1	0	2	2	86	7	0	95	196	
11:15 AM	10	1	8	0	19	7	83	1	0	91	2	1	2	0	5	1	97	10	0	108	223	
11:30 AM	8	1	10	0	19	7	86	2	0	95	2	0	1	0	3	1	113	10	0	124	241	
11:45 AM	13	0	8	0	21	10	90	3	0	103	5	0	2	0	7	1	104	10	0	115	246	
Total	35	3	31	0	69	29	341	8	0	378	10	1	6	0	17	5	400	37	0	442	906	
12:00 PM	8	1	6	0	15	9	127	5	0	141	3	1	1	0	5	0	114	4	0	118	279	
12:15 PM	8	2	11	0	21	5	89	2	0	96	6	2	1	0	9	1	115	7	0	123	249	
12:30 PM	6	1	6	0	13	6	106	1	0	113	2	2	1	0	5	0	88	5	0	93	224	
12:45 PM	5	0	8	0	13	11	122	2	0	135	6	1	0	0	7	2	94	0	0	96	251	
Total	27	4	31	0	62	31	444	10	0	485	17	6	3	0	26	3	411	16	0	430	1003	
*** BREAK ***																						
01:45 PM	12	0	9	0	21	11	86	2	0	99	2	1	0	0	3	2	96	12	0	110	233	
Total	12	0	9	0	21	11	86	2	0	99	2	1	0	0	3	2	96	12	0	110	233	
02:00 PM	5	0	2	0	7	6	104	3	0	113	0	1	0	0	1	2	78	4	0	84	205	
02:15 PM	11	0	5	0	16	13	106	2	0	121	1	3	0	0	4	2	103	14	0	119	260	
02:30 PM	45	6	52	3	106	23	93	1	0	117	2	1	2	0	5	0	119	16	0	135	363	
02:45 PM	27	4	56	3	90	14	87	1	0	102	8	0	1	0	9	0	125	18	0	143	344	
Total	88	10	115	6	219	56	390	7	0	453	11	5	3	0	19	4	425	52	0	481	1172	
*** BREAK ***																						
04:00 PM	14	0	8	0	22	18	129	3	0	150	3	0	2	0	5	1	126	16	0	143	320	
04:15 PM	8	1	13	0	22	15	90	0	0	105	2	1	0	0	3	1	115	24	0	140	270	
04:30 PM	16	2	11	0	29	19	136	1	0	156	5	2	1	0	8	2	130	18	0	150	343	
04:45 PM	17	1	16	0	34	22	108	1	0	131	6	4	0	0	10	0	126	16	0	142	317	
Total	55	4	48	0	107	74	463	5	0	542	16	7	3	0	26	4	497	74	0	575	1250	
05:00 PM	11	3	17	0	31	19	186	1	0	206	2	2	4	0	8	0	166	18	0	184	429	
05:15 PM	17	1	17	0	35	24	116	1	0	141	6	1	1	0	8	1	152	29	0	182	366	
05:30 PM	12	0	12	0	24	13	103	0	0	116	1	0	0	0	1	1	126	17	0	144	285	
05:45 PM	7	0	12	0	19	18	93	0	0	111	1	0	0	0	1	0	104	15	0	119	250	
Total	47	4	58	0	109	74	498	2	0	574	10	3	5	0	18	2	548	79	0	629	1330	
Grand Total	508	31	458	8	1005	544	3446	59	2	4051	81	36	32	0	149	38	3161	350	0	3549	8754	
Apprch %	50.5	3.1	45.6	0.8		13.4	85.1	1.5	0		54.4	24.2	21.5	0		1.1	89.1	9.9	0			
Total %	5.8	0.4	5.2	0.1	11.5	6.2	39.4	0.7	0	46.3	0.9	0.4	0.4	0	1.7	0.4	36.1	4	0	40.5		





SUMMERCOTE LN

JOLLY ROAD



**INGHAM COUNTY ROAD DEPARTMENT
AUSTIN E. CAVANAUGH ADMINISTRATION BUILDING
301 Bush Street, P.O. Box 38, Mason, MI 48854-0038**

**William M. Conklin, P.E.
Managing Director**



**BEFORE / AFTER CRASH ANALYSIS OF 4 TO 3 LANE CONVERSIONS
Holt Rd. – Grovenburg Rd. to Washington Rd., Delhi Twp.
Michigan Ave. – Waverly Rd. to Clare St., Lansing Twp.
February 5, 2020**

A before/after crash study was performed on two recent 4 to 3 lane conversions for consideration of the proposed similar configuration on Jolly Road between Hagadorn Road and Kansas Street, and between Autumnwood Lane and Dobie Road. The two segments for comparison are of similar designation, and contain school zones. Plans of both comparison roads are attached. The ADT's on the comparable roads given below are based on the latest available traffic data. The duration of the study was limited to the availability of post construction crash data. The two roads for comparison are as follows:

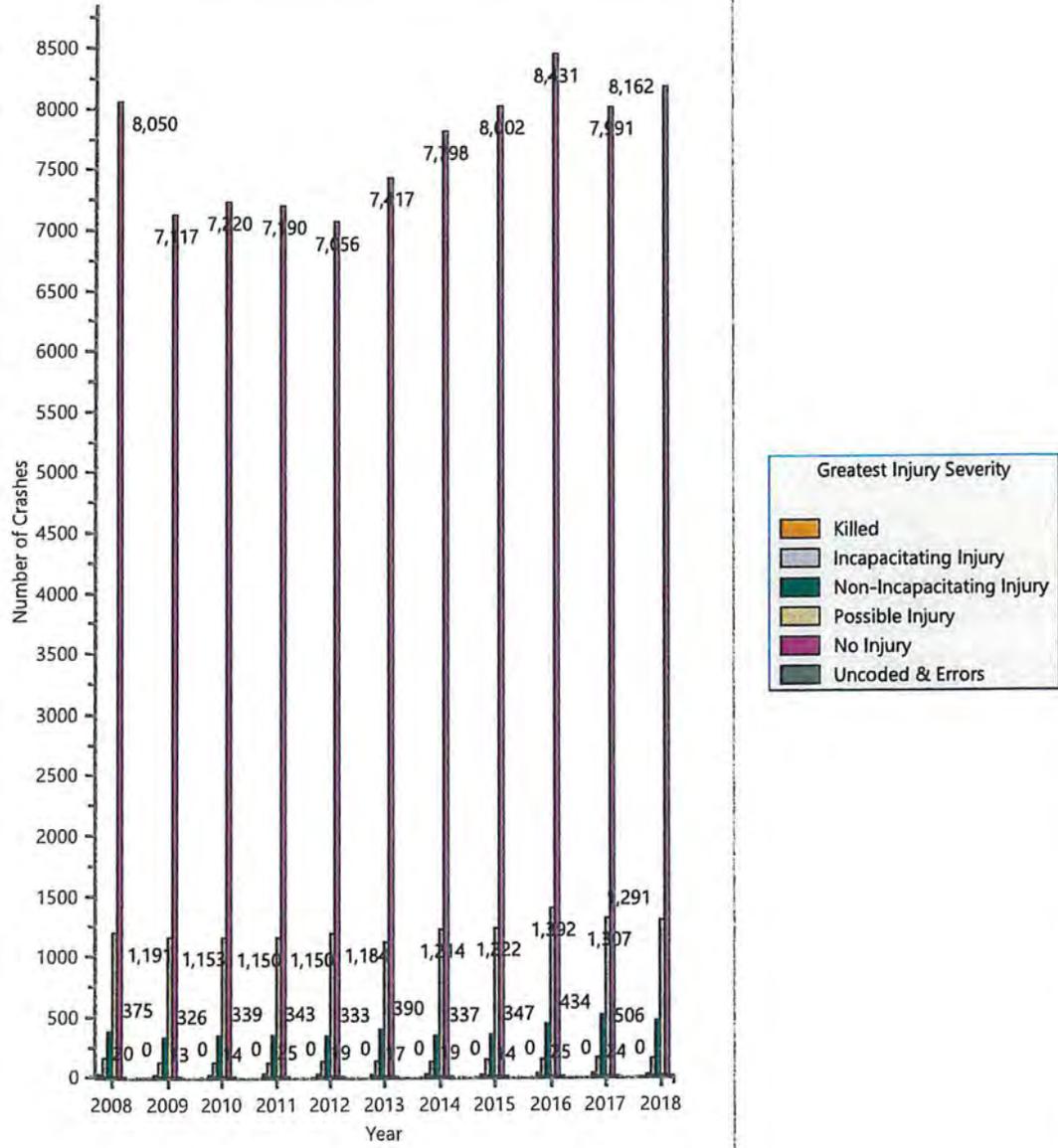
Holt Road, Grovenburg Road to Washington Road, Delhi Twp., is an Urban Minor Arterial Road with an average daily traffic of 11000 vehicles. In 2016 this segment was converted from 4 to 3 lanes with center left turn lane, continuous right turn lane in the west-bound direction, and marked paved shoulder. Two years of post-configuration data are available for this segment of road, therefore, only the previous two years were included in the analysis. The data indicates a reduction of the number of crashes during the two year time frame.

Michigan Avenue, Waverly Road to Clare Street, Lansing Twp., is an Urban Minor Arterial Road with an Average Daily Traffic of 6500 vehicles. In 2015 this segment was converted from a 4 to 3 lanes with center left turn lane, a marked paved shoulder, and a right turn lane serving Waverly East School. Three years of post-configuration data are available for this segment of roadway. Likewise, the previous three years of crash data were included in this analysis. The data indicates a reduction of the number of crashes during the three year time frame, most notably, angle crashes.

The attached graph also shows the county road system as a whole experienced an increase in number of crashes averaging 2.5% per year between 2012 and 2018.

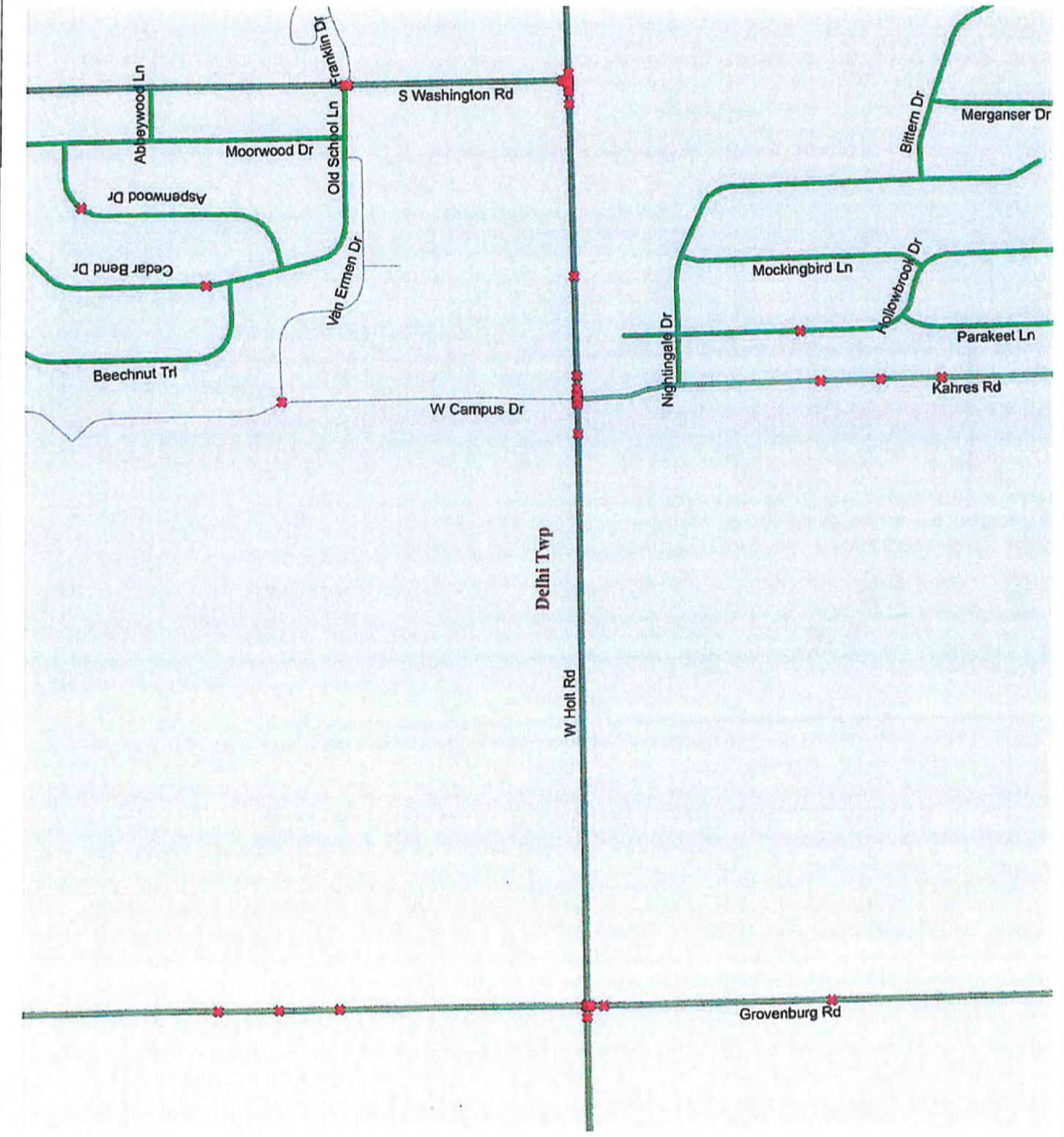
Segment	Crashes						
	Total	Injury	PDO	Fatal	Side Swipe	Rear End	Angle
Holt Road 2014-2015	26	6	20	0	5	12	5
Holt Road 2017-2018	16	4	12	0	2	11	3
Michigan Avenue 2012-2014	33	9	24	0	1	8	11
Michigan Avenue 2016-2018	23	8	15	0	2	8	6

Ingham Countywide Crash Trend



Holt Road Grovenburg to Washington 14-15

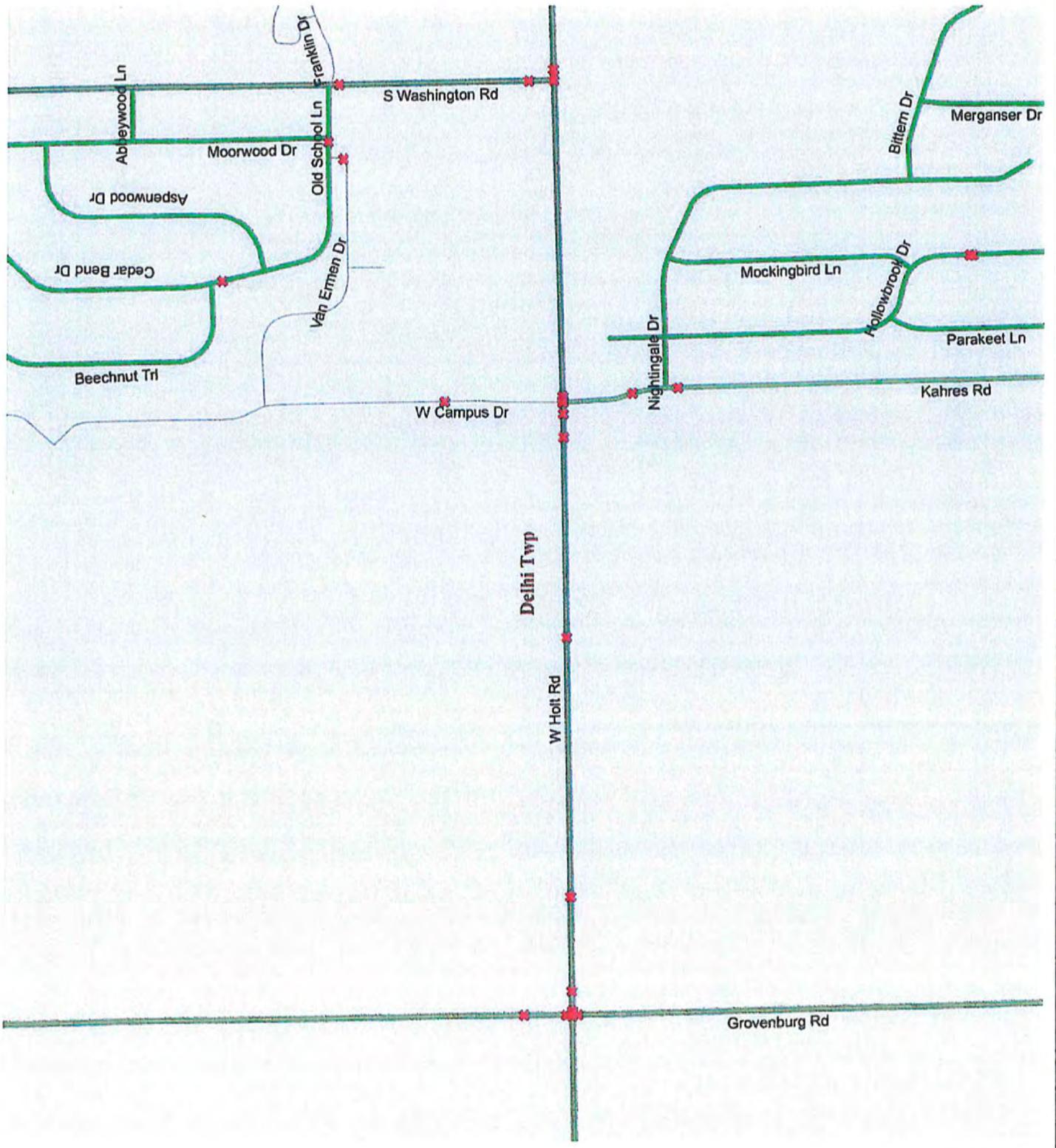
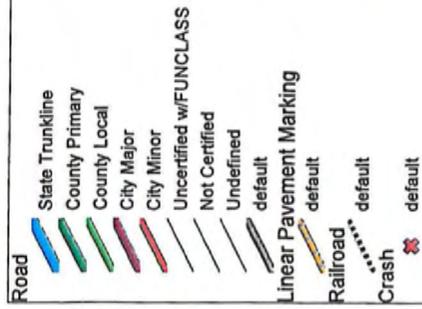
0.1 mi

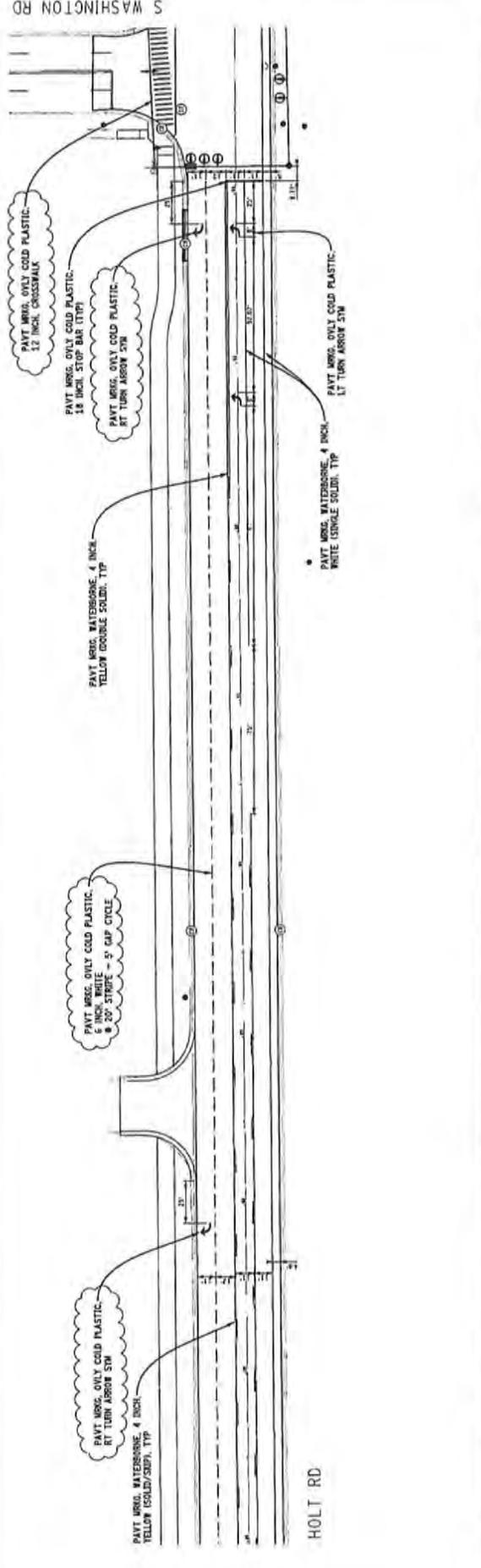
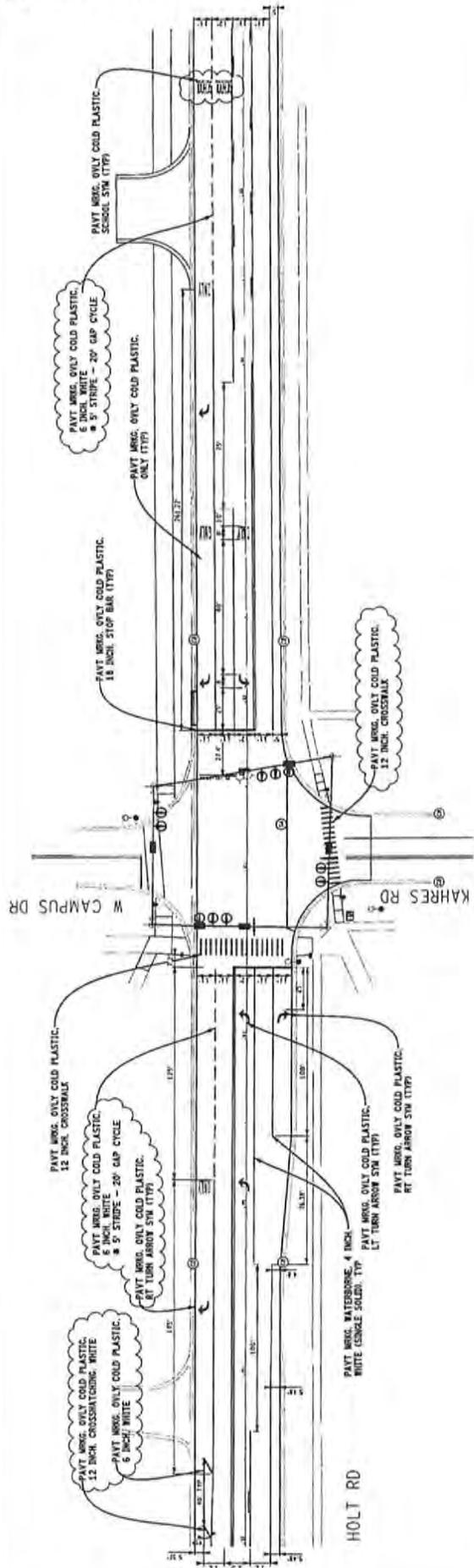


- Road**
- State Trunkline
 - County Primary
 - County Local
 - City Major
 - City Minor
 - Uncertified w/FUNCLASS
 - Not Certified
 - Undefined
 - default
- Linear Pavement Marking**
- default
- Railroad**
- default
- Crash**
- default

Holt Road Grovenburg to Washington 17-18

0.1 mi





FINAL ROW PLAN REVISIONS		SUBMITTAL DATE:		INGHAM COUNTY ROAD DEPARTMENT		DATE: 11/01/2016		CS: STU 33403		PLAN		DRAWING SHEET	
NO.	DATE	DESCRIPTION	BY	DATE	DESCRIPTION	DESIGN UNIT: FORDA		JN: 1294364		HOLT ROAD - GROVENBURG TO AURELIUS		PLAN	
						TSC: ICRD		STA: 77+00 TO 95+00		STA: 77+00 TO 95+00		PLAN 25	



Standard Crash Report - Milepoints

Ingham (County)

Report Module: Safety Management Analysis

Today's Date: Friday, January 31, 2020

Dates: 1/1/2014 to 12/31/2015

Animal Crashes: Excluded

PR/RoadName: 352307 : Holt Rd

Milepoints: From 0.986 to 1.852

Sort Order: Road Name, Milepoint, Date of Crash

Milepoint Intersection Name
1,043 Grovenburg Rd & W Holt Rd

Milepoint Intersection Name
1,536 Kahres Rd & W Holt Rd & W Campus Dr

Milepoint Intersection Name
1,795 S Washington Rd & W Holt Rd

Standard Crash Report - Milepoints

UD-10

MilePoint	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
											Veh Occup	Fat	Inj	Weather	Lighting	Surface		
PR Number: 352307 Road Name: Holt Rd																		
1.034	9166889	Delhi Twp	GROVENBURG	50° W	Fixed Object	PDO	No Injury	1/6/2015	Tuesday	09AM-10AM	1	1	0	0	Clear	Daylight	Icy	On Shoulder
1.043	8822710	Delhi Twp	GROVENBURG	15° S	Angle Straight	PDO	No Injury	1/4/2014	Saturday	01PM-02PM	2	2	0	0	Cloudy	Daylight	Wet	On Road
1.044	893322	Delhi Twp	GROVENBURG	5° E	Rear End Driveway	PDO	No Injury	7/7/2014	Monday	06PM-07PM	2	3	0	0	Clear	Daylight	Dry	On Road
1.508	922512	Delhi Twp	KHARES	150° W	Rear End Driveway	Injury	Possible Inj	6/13/2015	Saturday	02PM-03PM	2	2	0	1	Cloudy	Daylight	Wet	On Road
1.532	9152917	Delhi Twp	KAHRES	20° W	Rear End Straight	PDO	No Injury	11/7/2014	Friday	07AM-08AM	2	4	0	0	Clear	Dawn	Dry	On Road
1.534	9152833	Delhi Twp	KAHRES	10° W	Angle Turn	Injury	Possible Inj	10/23/2014	Thursday	05PM-06PM	2	2	0	1	Clear	Daylight	Dry	On Road
1.536	8838837	Delhi Twp	KAHRES	15° S	Side-Swipe Same	PDO	No Injury	1/10/2014	Friday	03PM-04PM	2	2	0	0	Cloudy	Daylight	Wet	On Road
1.538	8940962	Delhi Twp	KHARES	10° E	Rear End Straight	PDO	No Injury	4/24/2014	Thursday	09AM-10AM	2	3	0	0	Clear	Daylight	Dry	On Road
1.538	9324387	Delhi Twp	KAHRES	10° E	Rear End Straight	Injury	Possible Inj	7/9/2015	Thursday	02PM-03PM	2	2	0	1	Cloudy	Daylight	Dry	On Road
1.539	9152893	Delhi Twp	KAHRES	15° E	Rear End Straight	PDO	No Injury	10/31/2014	Friday	07PM-08PM	2	6	0	0	Clear	Dark, Lighted	Wet	On Road
1.541	9000728	Delhi Twp	KAHRES	25° E	Rear End Straight	PDO	No Injury	7/15/2014	Tuesday	05PM-06PM	3	4	0	0	Cloudy	Daylight	Dry	On Road
1.545	8913945	Delhi Twp	KAHRES	50° E	Side-Swipe Same	PDO	No Injury	3/14/2014	Friday	05PM-06PM	2	2	0	0	Cloudy	Daylight	Dry	On Road
1.555	9003944	Delhi Twp	KAHRES	100° E	Rear End Straight	PDO	No Injury	7/15/2014	Tuesday	07PM-08PM	2	2	0	0	Clear	Daylight	Dry	On Road
1.555	9115797	Delhi Twp	KAHRES	100° E	Rear End Straight	Injury	Possible Inj	12/1/2014	Monday	07AM-08AM	2	4	0	1	Cloudy	Dark	Dry	On Road
1.638	9252025	Delhi Twp	KAHRES	528° E	Angle Driveway	PDO	No Injury	5/4/2015	Monday	07AM-08AM	3	3	0	0	Cloudy	Daylight	Wet	On Road
1.636	9266634	Delhi Twp	KAHRES	528° E	Rear End Straight	PDO	No Injury	5/19/2015	Tuesday	07AM-08AM	2	2	0	0	Cloudy	Daylight	Dry	On Road
1.776	9410028	Delhi Twp	WASHINGTON	100° W	Side-Swipe Same	PDO	No Injury	10/22/2015	Thursday	07AM-08AM	2	17	0	0	Clear	Daylight	Dry	On Road
1.785	9152798	Delhi Twp	WASHINGTON	50° W	Side-Swipe Same	PDO	No Injury	10/27/2014	Monday	07AM-08AM	2	3	0	0	Clear	Dark	Dry	On Road
1.789	8905800	Delhi Twp	WASHINGTON	30° W	Rear End Driveway	PDO	No Injury	1/24/2014	Friday	07AM-08AM	2	2	0	0	Cloudy	Dusk	Icy	On Road
1.789	9146639	Delhi Twp	WASHINGTON	30° W	Rear End Straight	PDO	No Injury	1/4/2015	Sunday	04PM-05PM	2	5	0	0	Snow	Dusk	Icy	On Road
1.792	9308910	Delhi Twp	WASHINGTON RD.	15° W	Side-Swipe Same	PDO	No Injury	6/27/2015	Saturday	01PM-02PM	2	2	0	0	Rain	Daylight	Wet	On Road
1.793	9243695	Delhi Twp	WASHINGTON	10° W	Head-On Left-Turn Not Applicable with Next Applicable Code	Injury	Non-Incapact Inj	3/28/2015	Saturday	03PM-04PM	2	5	0	1	Clear	Daylight	Dry	On Road
1.793	9402112	Delhi Twp	WASHINGTON	10° W	Head-On Left-Turn Not Applicable with Next Applicable Code	PDO	No Injury	10/20/2015	Tuesday	Uncoded	2	2	0	0	Clear	Daylight	Dry	On Road
1.795	9034855	Delhi Twp	WASHINGTON	10° N	Angle Straight	Injury	Possible Inj	9/8/2014	Monday	05PM-06PM	2	2	0	1	Clear	Daylight	Dry	On Road
1.795	9372799	Delhi Twp	WASHINGTON	20° S	Angle Turn	PDO	No Injury	9/18/2015	Friday	07AM-08AM	2	2	0	0	Rain	Dark, Lighted	Wet	On Road
1.801	9415075	Delhi Twp	WASHINGTON	30° E	Fixed Object	PDO	No Injury	10/28/2015	Wednesday	01AM-02AM	1	1	0	0	Unknown	Dark, Lighted	Other	On Shoulder

Total crashes for PR 352307: 26 (0 Fatal, 6 Injuries, and 20 PDO)

Standard Crash Report - Milepoints

Ingham (County)

Report Module: Safety Management Analysis

Today's Date: Friday, January 31, 2020

Dates: 1/1/2017 to 12/31/2018

Animal Crashes: Excluded

PR/RoadName: 352307 : Holt Rd

Milepoints: From 0.986 to 1.852

Sort Order: Road Name, Milepoint, Date of Crash

Milepoint Intersection Name
1.043 Grovenburg Rd & W Holt Rd

Milepoint Intersection Name
1.536 Kahires Rd & W Holt Rd & W Campus Dr

Milepoint Intersection Name
1.795 S Washington Rd & W Holt Rd

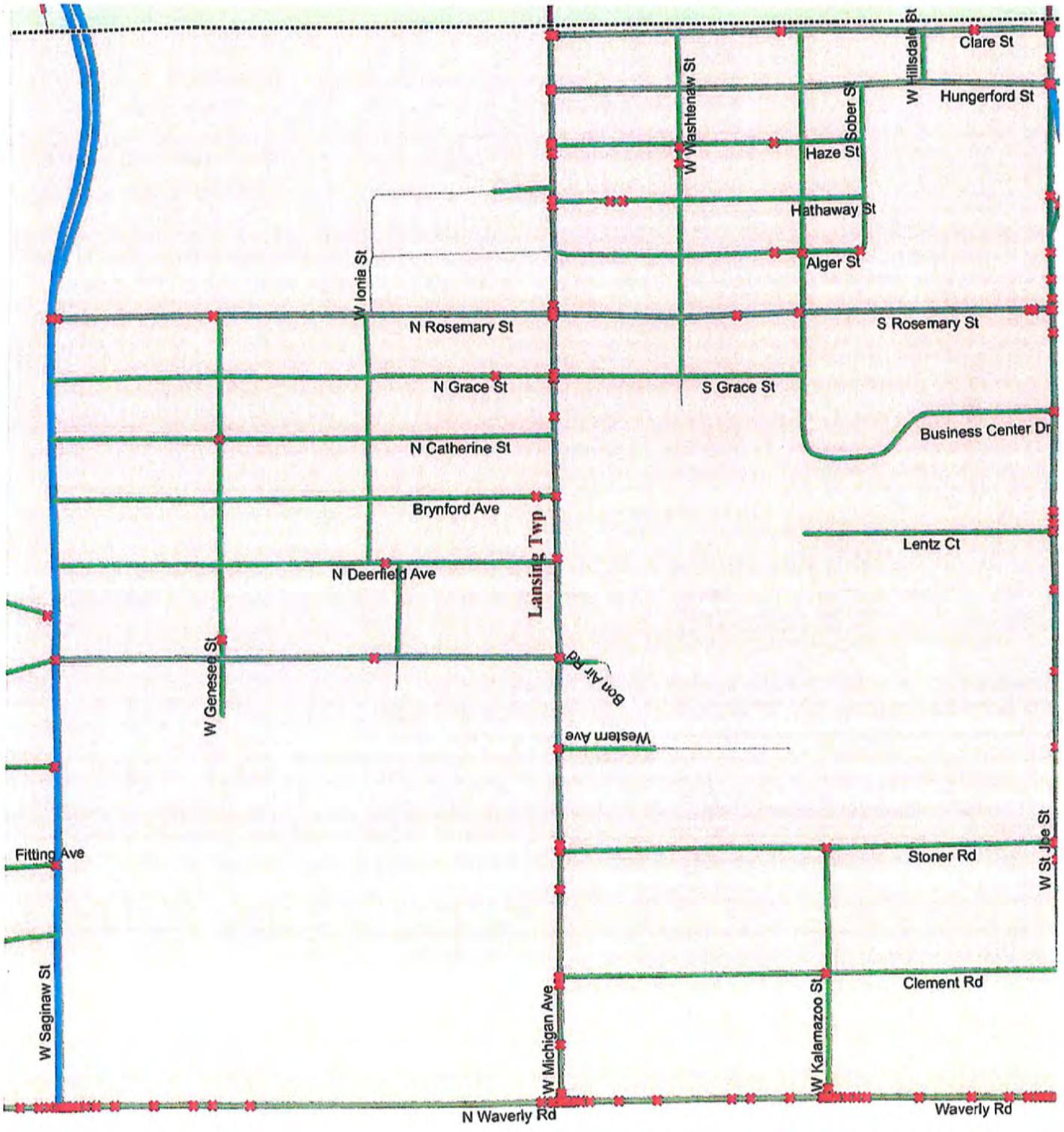
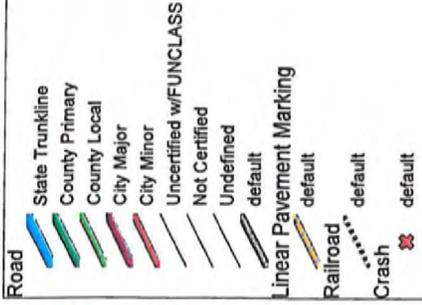
Standard Crash Report - Milepoints

UD-10

MilePoint	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
											Veh Occup	Fat	Inj	Weather	Lighting	Surface		
PR Number: 352307 Road Name: Holt Rd																		
1.042	1423924	Delhi Twp	GROVENBURG	5' W	Angle Straight	Injury	Incapacit Inj	7/12/2018	Thursday	02PM-03PM	2	4	0	4	Clear	Daylight	Dry	On Road
1.044	1437369	Delhi Twp	GROVENBURG	5' E	Angle Straight	Injury	Possible Inj	7/25/2018	Thursday	06PM-07PM	2	2	0	2	Clear	Daylight	Dry	On Road
1.046	8979631	Delhi Twp	GROVENBURG	15' E	Rear End Straight	PDO	No Injury	3/17/2017	Friday	03PM-04PM	2	3	0	0	Snow	Daylight	Wet	On Road
1.052	1219068	Delhi Twp	GROVENBURG	100' E	Rear End Straight	PDO	No Injury	12/7/2017	Thursday	07AM-08AM	2	1	0	0	Cloudy	Daylight	Icy	On Road
1.138	9578468	Delhi Twp	GROVENBURG	500' E	Side-Swipe Same	Injury	Possible Inj	3/15/2017	Wednesday	03PM-04PM	2	4	0	1	Clear	Daylight	Dry	On Road
1.347	1315329	Delhi Twp	KHARES	1,000' W	Rear End Straight	PDO	No Injury	3/2/2018	Friday	05PM-06PM	2	2	0	0	Clear	Daylight	Dry	On Road
1.508	1309246	Delhi Twp	KAHRES	150' W	Rear End Driveway	PDO	No Injury	2/7/2018	Wednesday	07AM-08AM	2	4	0	0	Snow	Daylight	Snowy	On Road
1.527	9562991	Delhi Twp	KAHRES	50' W	Rear End Straight	PDO	No Injury	2/27/2017	Monday	07AM-08AM	2	5	0	0	Clear	Daylight	Dry	On Road
1.527	1183312	Delhi Twp	KAHRES	50' W	Rear End Straight	PDO	No Injury	10/23/2017	Monday	07PM-08PM	2	2	0	0	Rain	Dark,Lighted	Wet	On Road
1.536	9961841	Delhi Twp	KAHRES	0' X	Rear End Straight	PDO	No Injury	2/22/2017	Wednesday	08PM-09PM	2	2	0	0	Clear	Dark	Dry	On Road
1.536	1368222	Delhi Twp	KAHRES	5' S	Angle Straight	Injury	Possible Inj	5/4/2018	Friday	01PM-02PM	2	2	0	2	Clear	Daylight	Dry	On Road
1.538	1464256	Delhi Twp	KHARES	10' E	Rear End Straight	PDO	No Injury	8/30/2018	Thursday	10PM-11PM	2	2	0	0	Cloudy	Dark,Lighted	Dry	On Road
1.541	1136625	Delhi Twp	KAHARES	25' E	Rear End Straight	PDO	No Injury	9/19/2017	Tuesday	11AM-NOON	2	2	0	0	Cloudy	Daylight	Wet	On Road
1.541	1493366	Delhi Twp	KAHRES	25' E	Rear End Left Turn	PDO	No Injury	9/28/2018	Friday	07PM-08PM	2	2	0	0	Rain	Dusk	Wet	On Road
1.789	9989177	Delhi Twp	WASHINGTON	20' E	Side-Swipe Same	PDO	No Injury	3/29/2017	Wednesday	08AM-09AM	2	4	0	0	Clear	Daylight	Dry	On Road
1.804	1073674	Delhi Twp	WASHINGTON	50' E	Rear End Straight	PDO	No Injury	7/3/2017	Monday	08PM-09PM	2	9	0	0	Clear	Daylight	Dry	On Road

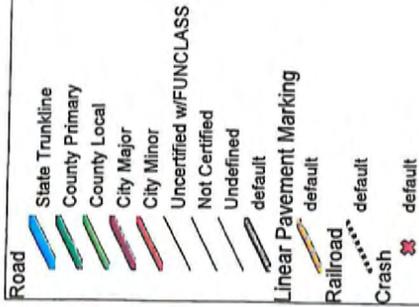
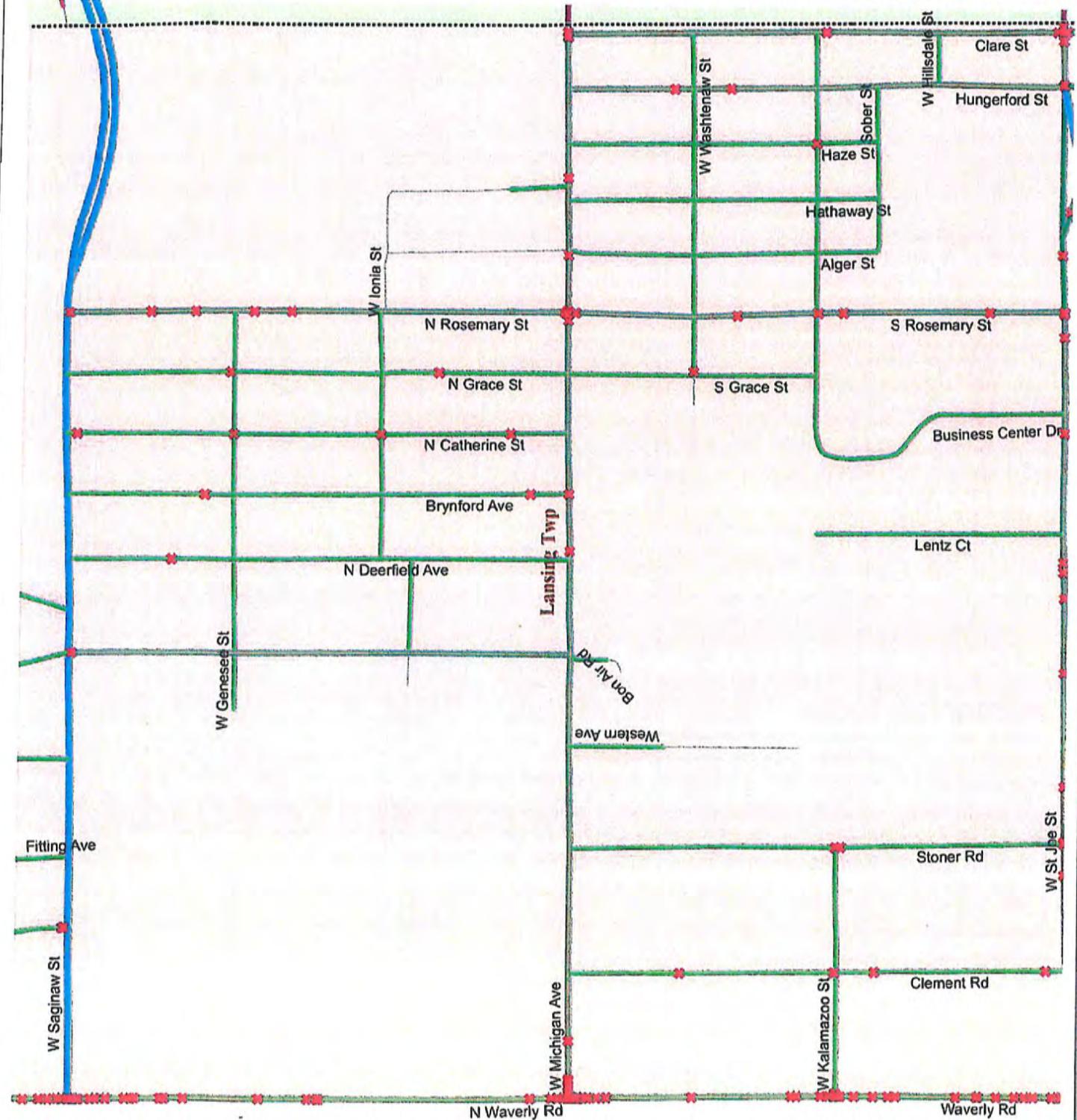
Total crashes for PR 352307: 16 (0 Fatal, 4 Injuries, and 12 PDO)

Michigan Ave Waverly to Clare 12-14



Michigan Ave Waverly to Clare 16-18

0.1 mi



Standard Crash Report - Milepoints

Ingham (County)

Report Module: Safety Management Analysis

Today's Date: Friday, January 31, 2020

Dates: 1/1/2012 to 12/31/2014

Animal Crashes: Excluded

PR/RoadName: 354908 : W Michigan Ave

Milepoints: From 0.000 to 1.067

Sort Order: Road Name, Milepoint, Date of Crash

Milepoint	Intersection Name	Milepoint	Intersection Name	Milepoint	Intersection Name
0.000	N Waverly Rd & Waverly Rd & Waverly Ave	0.124	Clement Rd & W Michigan Ave	0.249	W Michigan Ave & Stoner Rd
0.351	Western Ave & W Michigan Ave	0.441	Bon Air Rd & W Michigan Ave	0.535	N Deerfield Ave & W Michigan Ave
0.601	W Michigan Ave & Brynford Ave	0.661	N Catherine St & W Michigan Ave	0.720	N Grace St & W Michigan Ave & S Grace St
0.781	S Rosemary St & N Rosemary St & W Michigan Ave	0.843	Alger St & W Michigan Ave	0.893	W Michigan Ave & Hathaway St
0.907	W Michigan Ave & Hathaway St	0.949	W Michigan Ave & Haze St	1.003	W Michigan Ave & Hungerford St
1.058	Clare St & W Michigan Ave	1.067	W Michigan Ave & Jackson and Lansing Railroad		

Standard Crash Report - Milepoints

UD-10

Mile Point	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
											Veh Occup	Fat Inj	Surface	Weather	Lighting	Surface		
PR Number: 354908																		
0.000	8530504	Lansing Twp	WAVERLY	30' W	Rear End Straight	PDO	No Injury	11/15/2012	Thursday	05PM-06PM	2	2	0	0	Cloudy	Dusk	Dry	On Road
0.002	8970745	Lansing Twp	WAVERLY	10' E	Backing	PDO	No Injury	5/5/2014	Monday	06PM-07PM	2	2	0	0	Clear	Daylight	Dry	On Road
0.005	8319048	Lansing Twp	WAVERLY	30' E	Rear End Straight	PDO	No Injury	3/10/2012	Saturday	08AM-09AM	2	3	0	0	Clear	Daylight	Dry	On Road
0.009	8410400	Lansing Twp	WAVERLY	50' E	Rear End Straight	Injury	Possible Inj	7/4/2012	Wednesday	NOON-01PM	2	2	0	1	Clear	Daylight	Dry	On Road
0.057	9078384	Lansing Twp	WAVERLY	289' E	Fixed Object	PDO	No Injury	10/28/2014	Tuesday	05PM-06PM	1	2	0	0	Clear	Daylight	Dry	On Road
0.116	8849934	Lansing Twp	CLEMENT	40' NW	Fixed Object	PDO	No Injury	12/22/2013	Sunday	11PM-NDNT	1	1	0	0	Cloudy	Dark	Icy	On Road
0.123	8352471	Lansing Twp	CLEMENT	5' W	Angle Turn	PDO	No Injury	4/26/2012	Thursday	03PM-04PM	2	2	0	0	Clear	Daylight	Dry	On Road
0.124	8695324	Lansing Twp	CLEMENT	0' X	Fixed Object	Injury	Possible Inj	7/28/2013	Sunday	02PM-03PM	1	1	0	1	Cloudy	Daylight	Wet	Out Shou/Curb
0.211	8649933	Lansing Twp	STONER	200' W	Misc. Multiple Vehicle	PDO	No Injury	12/29/2013	Sunday	06PM-07PM	2	6	0	0	Steel/Hail	Dark,Lighted	Wet	On Road
0.249	8255089	Lansing Twp	STONER	10' S	Angle Straight	PDO	No Injury	1/2/2012	Monday	05PM-06PM	2	2	0	0	Cloudy	Daylight	Icy	On Road
0.256	8754741	Lansing Twp	WESTERN	37' W	Backing	PDO	No Injury	10/13/2013	Sunday	10AM-11AM	2	2	0	0	Clear	Daylight	Dry	On Road
0.351	8279012	Lansing Twp	WESTERN	0' X	Fixed Object	PDO	No Injury	1/17/2012	Tuesday	08PM-09PM	1	1	0	0	Wind	Dark,Lighted	Icy	Out Shou/Curb
0.351	8352465	Lansing Twp	WESTERN	0' X	Rear End Straight	PDO	No Injury	5/19/2012	Friday	03PM-04PM	2	4	0	0	Clear	Daylight	Dry	On Road
0.441	8618556	Lansing Twp	BON AIR	0' X	Rear End Driveway	Injury	Possible Inj	3/20/2013	Wednesday	04PM-05PM	2	3	0	1	Cloudy	Daylight	Dry	On Road
0.441	8754739	Lansing Twp	BON AIR	10' N	Angle Straight	PDO	No Injury	10/7/2013	Monday	03PM-04PM	2	2	0	0	Clear	Daylight	Dry	On Road
0.539	8279027	Lansing Twp	DEERFIELD	20' E	Fixed Object	PDO	No Injury	1/22/2012	Sunday	01AM-02AM	1	1	0	0	Cloudy	Dark,Lighted	Snowy	Out Shou/Curb
0.601	8534817	Lansing Twp	BRYNFORD	0' X	Fixed Object	Injury	Possible Inj	12/5/2012	Wednesday	04PM-05PM	1	1	0	1	Uncoded	Daylight	Debris	On Road
0.680	8337376	Lansing Twp	CATHERINE	100' E	Angle Driveway	Injury	Possible Inj	4/24/2012	Tuesday	07PM-08PM	2	2	0	1	Clear	Dusk	Dry	On Road
0.717	8618625	Lansing Twp	GRACE	15' SW	Angle Turn	PDO	No Injury	4/1/2013	Monday	02PM-03PM	2	4	0	0	Cloudy	Daylight	Dry	On Road
0.718	8646076	Lansing Twp	GRACE	10' W	Angle Straight	Injury	Non-Incapact Inj	5/4/2013	Saturday	05PM-06PM	2	3	0	2	Clear	Daylight	Dry	On Road
0.723	8295298	Lansing Twp	GRACE	15' NE	Angle Straight	PDO	No Injury	3/1/2012	Thursday	09AM-10AM	2	3	0	0	Cloudy	Daylight	Wet	On Road
0.779	8990699	Lansing Twp	ROSEMARY	10' W	Angle Straight	PDO	No Injury	6/16/2014	Monday	02PM-03PM	2	2	0	0	Clear	Daylight	Dry	On Road
0.781	8586636	Lansing Twp	ROSEMARY	0' X	Angle Straight	PDO	No Injury	1/25/2013	Friday	11AM-NOON	2	3	0	0	Snow	Daylight	Snowy	On Road
0.783	8611058	Lansing Twp	ROSEMARY	10' E	Angle Straight	Injury	Possible Inj	2/22/2013	Friday	04PM-05PM	2	2	0	1	Cloudy	Daylight	Snowy	On Road
0.790	8695459	Lansing Twp	ROSEMARY	45' NE	Rear End Straight	PDO	No Injury	7/20/2013	Saturday	03PM-04PM	2	4	0	0	Clear	Daylight	Dry	On Road
0.889	8920301	Lansing Twp	HATHAWAY	20' W	Fixed Object	PDO	No Injury	3/13/2014	Thursday	NOON-01PM	1	1	0	0	Clear	Daylight	Snowy	Out Shou/Curb
0.895	8899853	Lansing Twp	HATHAWAY	8' E	Angle Straight	PDO	No Injury	2/23/2014	Sunday	03PM-04PM	2	5	0	0	Clear	Daylight	Dry	On Road
0.940	8849851	Lansing Twp	HAZE	50' W	Head-on	PDO	No Injury	12/14/2013	Saturday	06PM-07PM	2	3	0	0	Snow	Dark,Lighted	Snowy	On Road
0.949	8663053	Lansing Twp	HAZE	10' N	Fixed Object	PDO	No Injury	1/12/2014	Sunday	01AM-02AM	1	1	0	0	Cloudy	Dark,Lighted	Icy	Out Shou/Curb
0.951	8847377	Lansing Twp	HAZE	10' E	Rear End Straight	Injury	Incapact Inj	12/12/2013	Thursday	10AM-11AM	2	3	0	2	Cloudy	Daylight	Slush	On Road
1.003	8686370	Lansing Twp	HUNGERFORD	18' S	Fixed Object	PDO	No Injury	6/16/2013	Sunday	07AM-08AM	1	0	0	0	Cloudy	Daylight	Wet	Out Shou/Curb

Standard Crash Report - Milepoints

MilePoint	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
											Veh Occup	Fat	Inj	Weather	Lighting	Surface		
1.005	8337414	Lansing Twp	HUNGERFORD	10' E	Side-Swipe Same	PDO	No Injury	4/21/2012	Saturday	03PM-04PM	2	3	0	0	Clear	Daylight	Dry	On Road
1.058	8434531	Lansing Twp	CLARE	10' N	Angle Straight	Injury	Possible Inj	8/25/2012	Saturday	03PM-04PM	2	2	0	1	Clear	Daylight	Dry	On Road

Total crashes for PR 354908: 33 (0 Fatal, 9 Injuries, and 24 PDO)

Standard Crash Report - Milepoints

Ingham (County)

Report Module: Safety Management Analysis

Today's Date: Friday, January 31, 2020

Dates: 1/1/2016 to 12/31/2018

Animal Crashes: Excluded

PRJ/RoadName: 354908 : W Michigan Ave

Milepoints: From 0.000 to 1.067

Sort Order: Road Name, Milepoint, Date of Crash

<u>Milepoint</u>	<u>Intersection Name</u>	<u>Milepoint</u>	<u>Intersection Name</u>	<u>Milepoint</u>	<u>Intersection Name</u>
0.000	N Waverly Rd & Waverly Rd & W Michigan Ave	0.124	Clement Rd & W Michigan Ave	0.249	W Michigan Ave & Stoner Rd
0.351	Western Ave & W Michigan Ave	0.441	Bon Air Rd & W Michigan Ave	0.535	N Deerfield Ave & W Michigan Ave
0.601	W Michigan Ave & Brynford Ave	0.661	N Catherine St & W Michigan Ave	0.720	N Grace St & W Michigan Ave & S Grace St
0.781	S Rosemary St & N Rosemary St & W Michigan Ave	0.843	Alger St & W Michigan Ave	0.893	W Michigan Ave & Hathaway St
0.907	W Michigan Ave & Hathaway St	0.949	W Michigan Ave & Haze St	1.003	W Michigan Ave & Hungerford St
1.058	Clare St & W Michigan Ave	1.067	W Michigan Ave & Jackson and Lansing Railroad		

Standard Crash Report - Milepoints

MilePoint	Number	City/Township	Crossroad Reference	Location	Crash Type	Severity	Greatest Injury Severity	Date	Weekday	Hour of Occurrence	Number of			Environmental Condition			Relationship To Road	
											Veh Occup	Fat	Inj	Weather	Lighting	Surface		
PR Number: 354908 Road Name: W Michigan Ave																		
0.000	1241737	Lansing Twp	WAVERLY	15' W	Side-Swipe Same	PDO	No Injury	12/24/2017	Sunday	02PM-03PM	3	3	0	0	Snow	Daylight	Snowy	On Road
0.000	1317312	Lansing Twp	WAVERLY	20' N	Side-Swipe Same	Injury	Possible Inj	2/27/2018	Tuesday	07AM-08AM	2	3	0	1	Clear	Daylight	Dry	On Road
0.002	9934710	Lansing Twp	WAVERLY	10' E	Rear End Straight	PDO	No Injury	1/5/2017	Thursday	02PM-03PM	2	3	0	0	Clear	Daylight	Dry	On Road
0.002	1079846	Lansing Twp	WAVERLY	10' E	Rear End Straight	PDO	No Injury	6/19/2017	Monday	03PM-04PM	2	2	0	0	Clear	Daylight	Dry	On Road
0.003	9959297	Lansing Twp	WAVERLY	15' E	Backing	PDO	No Injury	1/25/2017	Wednesday	11AM-NOON	2	2	0	0	Cloudy	Daylight	Dry	On Road
0.004	1421742	Lansing Twp	WAVERLY	21' E	Head-On Left-Turn Not a Recreational Trail	Injury	Non-Incapacit Inj	6/29/2018	Thursday	01PM-02PM	2	3	0	2	Clear	Daylight	Dry	On Road
0.009	9818964	Lansing Twp	WAVERLY	50' E	Rear End Straight	PDO	No Injury	7/11/2016	Monday	02PM-03PM	2	2	0	0	Cloudy	Daylight	Dry	On Road
0.012	1395238	Lansing Twp	WAVERLY	63' E	Side-Swipe Opposite	PDO	No Injury	6/8/2018	Friday	03PM-04PM	2	2	0	0	Clear	Daylight	Dry	On Road
0.017	1199041	Lansing Twp	WAVERLY	90' E	Fixed Object	Injury	Possible Inj	11/19/2017	Sunday	NOON-01PM	1	1	0	1	Snow	Daylight	Wet	On Road
0.019	1377289	Lansing Twp	WAVERLY	100' E	Rear End Straight	PDO	No Injury	5/15/2018	Tuesday	04PM-05PM	2	2	0	0	Clear	Daylight	Dry	On Road
0.057	9895226	Lansing Twp	WAVERLY	300' E	Rear End Straight	PDO	No Injury	10/4/2016	Tuesday	NOON-01PM	2	2	0	0	Clear	Daylight	Dry	On Road
0.544	1035180	Lansing Twp	BRYFORD	300' W	Rear End Straight	PDO	No Injury	4/30/2017	Sunday	07PM-08PM	2	2	0	0	Rain	Daylight	Wet	On Road
0.601	9820886	Lansing Twp	BRYNFORD	1' E	Angle Straight	PDO	No Injury	8/22/2016	Monday	05PM-06PM	2	3	0	0	Clear	Daylight	Dry	On Road
0.773	1298082	Lansing Twp	ROSEMARY	40' W	Side-Swipe Opposite	PDO	No Injury	2/13/2018	Tuesday	07AM-08AM	2	1	0	0	Clear	Dawn	Dry	On Road
0.779	1361006	Lansing Twp	ROSEMARY	10' W	Head-On Left-Turn Not a Recreational Trail	Injury	Possible Inj	4/29/2018	Sunday	NOON-01PM	2	2	0	1	Clear	Daylight	Dry	On Road
0.781	9814758	Lansing Twp	ROSEMARY	1' E	Angle Straight	Injury	Possible Inj	6/11/2016	Saturday	11PM-MDNT	2	1	0	1	Clear	Dark, Lighted	Uncoded	On Road
0.781	1232885	Lansing Twp	ROSEMARY	10' S	Angle Straight	PDO	No Injury	11/4/2017	Saturday	11PM-MDNT	2	4	0	0	Cloudy	Dark, Lighted	Wet	On Road
0.783	9887684	Lansing Twp	ROSEMARY	10' E	Angle Turn	Injury	Possible Inj	11/21/2016	Monday	11AM-NOON	2	2	0	1	Clear	Daylight	Dry	On Road
0.838	1564478	Lansing Twp	ALGER	26' W	Rear End Straight	Injury	Possible Inj	12/11/2018	Tuesday	09AM-10AM	2	4	0	1	Cloudy	Daylight	Dry	On Road
0.916	1356430	Lansing Twp	CLARE	750' W	Rear End Straight	PDO	No Injury	4/16/2018	Monday	04PM-05PM	2	8	0	0	Clear	Daylight	Dry	On Road
1.055	1016884	Lansing Twp	WAVERLY	5,570' E	Head-on	Injury	Possible Inj	4/19/2017	Wednesday	02PM-03PM	4	5	0	2	Cloudy	Daylight	Dry	On Road
1.056	1319426	Lansing Twp	CLARE	10' W	Angle Turn	PDO	No Injury	3/7/2018	Wednesday	09AM-10AM	2	2	0	0	Snow	Daylight	Snowy	On Road
1.060	1301850	Lansing Twp	CLARE	10' E	Angle Straight	PDO	No Injury	2/15/2018	Thursday	06PM-07PM	2	9	0	0	Clear	Dusk	Dry	On Road

Total crashes for PR 354908: 23 (0 Fatal, 8 Injuries, and 15 PDO)

**ALAIEDON TOWNSHIP BOARD RESOLUTION #2020-01
TO SUPPORT THE RESURFACING AND ROAD DIET FOR JOLLY ROAD**

At a regular meeting of the Township Board of Alaiedon Township, Ingham County, Michigan, held at the Alaiedon Township Hall, on the 13th day of January 2020, at 8 p.m., Eastern Standard Time.

PRESENT: Supervisor Lott, Clerk Leonard, Treasurer Everett, Trustee Smith and Trustee Kranz

ABSENT: None

The following resolution was offered by Treasurer Everett and supported by Clerk Leonard

WHEREAS, the Ingham County Road Department, ICRD, is planning a milling and resurfacing project in 2020 on Jolly Road, Hagadorn Road to west of Okemos Road (Kansas Street), and east of Okemos Road (Alaiedon Parkway) to Dobie Road to resurface the segments of Jolly Road not resurfaced in the recent projects on Jolly Road at the Okemos Road intersection and between Dobie and Meridian Roads.

WHEREAS, currently Jolly Road is 4 lanes, 2 in each direction, on the segments to be resurfaced, and is 2 lanes with paved shoulders west of Hagadorn and east of Dobie Roads.

WHEREAS, ICRD conducted a traffic safety analysis on the above mentioned 4 lane segments of Jolly Road to be resurfaced that indicated converting the 4 lanes to 3 lanes with a center left turn lane (CLTL), one through lane in each direction, and paved shoulders/non-motorized lanes on each side would significantly reduce left turn and other types of crashes that currently occur on the 4 lane sections of Jolly Road, and on 4 lane roads generally, without significant loss to through traffic capacity based on experience with similar road conversions.

WHEREAS, the configuration of the intersections of Jolly Road at Hagadorn Road, Okemos Road, and Alaiedon Parkway would remain unchanged.

WHEREAS, given the above safety benefits, ICRD recommends the proposed change of the 4 lane segments of Jolly Road to 3 lanes as described above.

WHEREAS, a public hearing on the proposed change of the 4 lane segments of Jolly Road to 3 lanes as described above was publicly noticed by ICRD and held by the Alaiedon Township Board of Trustees on January 13, 2020.

WHEREAS, public input received at the above said public hearing generally supported the proposed change of the 4 lane segments of Jolly Road to 3 lanes as described above.

NOW, THEREFORE, BE IT RESOLVED that the Township Board of Alaiedon Township, Ingham County, Michigan, approves the proposed change of the 4 lane segments on Jolly Road to 3 lanes From Hagadorn Road to Kansas Street.

Roll call vote:

Yes: Kranz, Everett, Leonard and Lott
No: Smith

The Supervisor declared the resolution adopted.

STATE OF MICHIGAN)
) ss
COUNTY OF INGHAM)

I, the undersigned, the duly qualified and acting clerk for Alaiedon Township, Ingham County, Michigan, DO HEREBY CERTIFY that the foregoing is a true and complete copy of certain proceedings taken by the Township Board at a meeting held on the 13th day of January, 2020, and further certify that the above Resolution was adopted at said meeting.



David Leonard, Township Clerk

Mark Kieselbach

From: Lori Conklin <lconklin@conklinsystems.com>
Sent: Tuesday, February 11, 2020 8:47 PM
To: William Conklin
Cc: Road Department; Board; Mark Kieselbach; Derek Perry; Steve Vagnozzi; Ken Plaga
Subject: Re: Jolly Road Diet Proposal Input

Dear Mr. Conklin,

Thank you for your detailed reply! It was far more than expected, and much appreciated. The details and examples you cited were good comparisons and I value the time you took to respond.

I had forgotten about the Michigan Avenue (between Waverly and Clare), and while doing my research, didn't find any studies on Holt Road (between Grovenburg and Washington).

I guess I'm jaded. Ever since the road diet on Holt Road, I avoid that section whenever possible during the morning as it has its issues (and I've come close to being hit due to drivers not paying attention and exemplifying questionable driving behaviors). Until then, it used to be a route I regularly took to get to south Lansing, Holt, and Okemos. Should the township boards go with the recommendation to put Jolly on the road diet as proposed, I truly hope it goes smoother than the one on Holt Road. If not, I only have to put up with it for a little over 2 more years. :-)

Thank you again for putting this proposed change out to the public for comment. While I didn't expect the public opinion and comments to change your department's recommendation, I do hope the decision makers will thoughtfully consider the information and opinions the public presented as this decision could impact thousands of driver trips every day.

Best regards,
Lori Conklin

P.S. I also believe that while we have the same last name, we are not related. The Meridian Township public comment session was the first time we ever met.

On 2/6/2020 5:10 PM, William Conklin wrote:

Note to all copied, although we have the same last name, to my knowledge, Ms. Lori Conklin, writer of the first email furthest below, and Bill Conklin, ICRD Managing Director, responding immediately below, are not related.

Dear Ms. Conklin,

Thank-you for your interest and input on the proposed Jolly Road project, Hagadorn Road to Kansas Street, and Alaiedon Parkway to Dobie Road.

With limited staff and many other demands on our time, we have not had time to review in detail the studies you cite in your email below, much less produce academic quality studies of our own. Small local units of government such as Ingham County Road Department, ICRD, typically lack the capacity to undertake large academic type research studies, but instead rely on the general guidance offered in larger studies endorsed by state and federal units of government and locally available data.

Our general response to comparing project outcomes in other locations is that only those with the most similar characteristics in traffic volumes, prior crash history, traffic patterns, and land uses in the subject road segment should be used to get realistic and useful comparisons. The MSU study of road-diets in

Michigan you cite below more or less recommended the same as it indicates wide data variance given differing characteristics of the locations studied.

Thus to address some of your concerns and for the benefit of Meridian Township as they consider the proposed Jolly Road reconfiguration, ICRD has prepared the attached Before and After Crash Report of two recent 4 to 3 lane road conversions in Ingham County—Holt Road between Grovenburg and Washington Roads in Delhi Township, and Michigan Avenue between Waverly Road and Clare Street in westerly Lansing Township.

Both of these roads have the following similar characteristics to the subject segments of Jolly Road: traffic volumes, crash frequencies before the conversions, and area land uses, including presence of schools. Both Holt Road and Michigan Avenue had conversions similar to that proposed on the subject segments of Jolly Road—conversion of 4 lanes to one through lane in each direction, a two way center left turn lane, and right turn lanes at the schools and other high right turn locations.

In short, both the Holt Rd. and Michigan Ave. converted segments appear to have substantially fewer total crashes after the conversions. This crash data is taken from the Michigan State Police Crash Database. Furthermore this is against background data summarized in a graph included in the attached Before/After report showing an overall increase in traffic crashes in Ingham County generally of roughly 2.5% average per year between 2012 and 2018—probably owing to similar growth in traffic as the area has recovered economically from the recession between 2008 and approximately 2010. This roughly corroborates the MSU report which indicated in almost all 4 to 3 lane conversions studied there was an overall reduction in crashes with a trend toward lower crash frequencies, although the report indicated this is lessened by other background data trends found in the study.

On the issue of placing the current 2 lanes of through traffic into one lane, first please keep in mind that the current inner lanes are often stopped by left turns, which at peaks hours can and often does fully negate the through traffic capacity of the inner lanes.

Secondly please look at the attached 12-18-19 Jolly-Hulett Peak Hours traffic counts performed as part of the determination of the proposed Jolly Road conversion. Note the highest directional total including turns is 864 vehicles on Westbound (from East) Jolly Road in the 7:00 am hour, next highest is 656 in the 8:00am hour, with most other totals in the low 500's or less. As the MSU report you cited indicates, 4 to 3 conversions typically increase delay starting at 1000 vehicles per hour, with more noticeable level of service D delays not starting to occur until peak hour volumes reach 1500 vehicles per hour. Clearly the Jolly Road traffic volumes are far below these threshold delay volumes and are not expected to increase to these volumes in the foreseeable future.

Furthermore, we have observed recent traffic flow on Jolly Road during both morning and afternoon peak periods at both Hulett Road and at various locations between Summergate and Dobie Roads. We found that in all observation periods, traffic was found to generally be clustered into groups of vehicles (known as platoons). Typically the presence of traffic platoons lasted at the observation points for 10 to 20 seconds followed by gaps in traffic of typically 6 to 20 seconds, many gaps longer. The majority of through traffic was typically observed to be travelling in the inner through lanes. There generally appeared to be more than adequate gaps within the inner lane platoons for the few through vehicles in the outer lane to be in the inner lane platoon with little or no effect on the larger gaps between platoons. Most, if not all, of the larger gaps between platoons appeared reasonable in duration in which to enter Jolly Road.

At both Hulett Road and Summergate Drive, during the peak morning periods, the traffic on Jolly Road already utilizes the lanes the way they are proposed to be reconfigured—again westbound right turn, one through lane in each direction with the existing inner eastbound lane typically occupied by left turn

queues entering the schools. In all observations, the through traffic operating in one lane was not delayed at all. Through traffic at the Jolly/Hulett intersection cleared through on every cycle of the signal.

We also have recently observed peak period traffic on Haslett Road between Marsh and Green Roads, which was converted from 4 to 3 lanes many years ago, and carries virtually the same volume of traffic as the subject segments of Jolly Road. This segment of Haslett Road also has a school off Academic Street. Again we found more than adequate traffic gaps in both directions in all observation periods with only typical, reasonable, 10-30 second delays to await a gap.

On the issue of the excess pavement width being used as bike lanes, please note the bike lanes between Alaiedon Parkway and Dobie Road will typically be 5 ft wide not including the gutter, which exceeds the minimum typical bike lane width of 4 feet. Between Hagadorn Road and Kansas Street, the eastbound excess pavement width will only be 3 ft not including the gutter. Thus this "paved shoulder" will not be designated as a bike lane, but may be used as such by adult, on-road bicyclists who choose to do so. Between Hagadorn Road and Kansas Street, westbound, and in other segments having an outer or right turn lane, on-road bicyclists will need to share the lane with vehicles per the current condition. Separate safety paths or sidewalks exist throughout most of the north side of Jolly Road between Hagadorn and Dobie Roads for users who do not feel comfortable riding in the road.

On the issue student drop-off at Okemos High School, ICRD has been working with the School District to discuss the Jolly Road plan and a suggested improvement to internal school site traffic flow to reduce current bottlenecks, conflict points and delays. School District staff have indicated general understanding and agreement with the proposed plans as the plans will improve traffic safety and efficiency over current practice. We highly doubt any of the illegal and hazardous driving behaviors you indicate in your email will occur.

Finally on the issue of using the center left turn lane to complete a two stage left turn, there is no dispute this lane cannot be used as a driving or passing lane nor to merge at speed with adjacent traffic. Meridian Police Chief Plaga, copied, indicated the correct and legal means of making a two stage left turn involves turning into the center lane, stopping and then changing lanes into the adjacent traffic stream when there is a gap to do so, not merging at high speed. I tend to trust the opinion for the Chief Law Enforcement Officer of the community over any other opinions on this issue as it will be his department enforcing the law on this.

Thank you again for your detailed input, however it does not change our recommendation of the proposed plan for Jolly Road. Please feel free to contact us or reply if you have any further input, questions or concerns on this project.

Bill Conklin, Managing Director,
Ingham County Road Department (ICRD)
Office: 517-676-9722

From: Lori Conklin <lconklin@conklinsystems.com>
Date: January 30, 2020 at 1:13:39 AM EST
To: Road Department <roads@ingham.org>, "board@meridian.mi.us" <board@meridian.mi.us>
Subject: Jolly Road Diet Proposal Input

Thank you for holding the Jolly Road public hearing and letting the people voice their thoughts on putting Jolly Road on a Road Diet. I appreciate the opportunity, and the patience of the stake holders who took the time to listen to me as well as the other community members.

I agree that something should be done to help Jolly Road, but am not convinced that a road diet is the appropriate course of action – especially between Okemos and Hagadorn Roads. This road diet proposal seems it is more of an attempt to try to Band-aid the issues instead of truly addressing them. After hearing Bill Conklin speak and explain, it sounds like the Road Commission is attempting a solution within a limited dollar amount. As a project manager, I get this as cost is always an issue, no matter the project.

The number one issue I heard at the public hearing for the road diet is to try to improve safety – especially for left turn vehicles. Yes, adding a left turn lane will definitely be an improvement for those turning left. But reducing the lanes ultimately will cause a long line of cars and increase the risk of rear-end crashes. While left turn crashes may go down with adding a center turn lane, the rear-end crashes will go up. Already, reported rear-end crashes are the number one accident type in the 5-year study for Jolly between Hagadorn and Kansas Roads – 31 (compared to only 11 head-on left turn accidents). Other communities with road diets noticed an increase in rear-end collisions, and a Federal Highway case study of Division Street in Grand Rapids showed rear-end collisions tripled after a road diet. (https://safety.fhwa.dot.gov/road_diets/case_studies/) Given this data, if head-on left turn accidents decrease to zero, and rear-end crashes triple like they did in Grand Rapids, we're looking at a possible net increase of 40 accidents in a 5 year period. This doesn't sound like a road diet will improve safety and reduce accidents to me.

During my opportunity to speak, I mentioned that I see many rear-end collisions between Kansas and Hewlett Roads. I realize the reported numbers don't support what I see. This is likely due to the damage in these accidents being valued at less than the drivers' deductibles and Michigan's No Fault Insurance Law. When the damage is minimal or potentially valued less than the deductibles carried on the vehicles, drivers here in Michigan are less likely to report as doing so will cause those drivers' insurance rates to increase, often to a higher amount than their deductibles. Thus there is little or no incentive to file police reports unless the damage is more substantial.

A repeated concern with road diets is gaps between vehicles. With the traffic forced into a single file in a direction instead of the more efficient 2 lane in a direction model, traffic will form a long line with very little in the way of gaps. This lack of gaps presents the issue of cross traffic being able to make a right turn, and much less a left turn, onto the roadway in a timely manner. As such, drivers waiting for gaps become less patient, more frustrated, and more willing to take risks, such as pulling out into or in front of oncoming traffic. Obviously this increases the risk of collisions. This lack of gaps can also increase the number of animal/vehicle accidents. With the deer population level in Meridian

township, and the habitat surrounding Jolly Road being conducive to supporting deer, it is likely that deer and other animals will have less chance of making it across Jolly Road safely due to the lack of gaps between vehicles. Again, this will drive up the accident numbers instead of reducing, thus negatively impacting safety.

With the traffic being forced into a single file line each direction, travel time will increase due to the increased congestion. Drivers may sit through more than one traffic light cycle, there will be a loss of passing opportunities, and there will be increased emissions and fuel consumption due to increased traffic lines and travel times. An Iowa study of US-75 after it went on a road diet showed a 36% increase in travel time. <https://iowadot.gov/iowabikes/pdf/Road%20Diet.pdf>

The Michigan State University Department of Civil Engineering did an Operational Analysis of 4-lane to 3-lane Conversions (Road Diets) in Michigan for back in 2012, which was submitted to the Michigan Department of Transportation (MDOT).

https://www.michigan.gov/documents/mdot/MDOT_Research_Report_RC1555_376149_7.pdf

Within this document, it is stated:

Road diets, specifically 4-to-3 lane conversions, implemented in various locations in Michigan were studied to determine the safety- and delay-related impacts, develop crash modification factors (CMFs), and develop guidelines that would be useful in deciding when it might be desirable to implement such road diets. The results of the operational analysis support a guideline that suggests that 4-to-3 lane conversions result in significant delay when average daily traffic (ADT) exceeds 10,000 and, more importantly, when peak hour volumes exceed 1,000. A CMF of 0.91 (after adjustment for background citywide trends) for all crash types is recommended although the factor is not statistically different from 1.0. There was considerable site-to-site variation among the 24 sites studied, and this should always be considered when a road diet is contemplated.

The overarching purpose of the project was to estimate a crash modification factor (CMF or CMFs) that could be used to estimate crash savings that result from the implementation of 4-to-3-lane road diets in Michigan. From the outset it needs to be clear that road diets can have any of the following results (or combinations of results):

- decreases in crashes since, for example, left-turning vehicles are moved out of a through lane and into the reserved turning lane (the TWLTL) at mid-block non-intersection locations;
- increases in crashes since two lanes of through vehicles are moved into a single through lane (e.g., rear-end crashes in the right-hand lane become more likely simply due to higher volumes in the lane);

- decreases in pedestrian and bicyclist crashes because of the provision of better infrastructure for these users; and
- increases in pedestrian and bicyclist crashes since such users/trips are attracted to the improved infrastructure.

In addition, crash increases or decreases can vary substantially given the prevailing ADTs, road usage patterns, adjacent land uses (e.g., are there pedestrian/bicyclist attractors adjacent to the road diet site), turning volumes (especially mid-block), peak hour characteristics, and type of area (e.g., tourist area, university campus, small town) among others. Finally, background variation in crash frequencies (e.g., all crashes are steadily decreasing in a particular city) must be considered when trying to isolate the effect of a road diet.

The point is that there is likely to be significant variation in existing conditions prior to the implementation of a road diet. Crash savings (if there are any) are, likewise, likely to vary substantially with all of these variables.

During the hearing, Bill Conklin diagrammed the Jolly/Hewlett intersection and stated that Jolly Road would not be widened. While diagramming this intersection, he also mentioned that a narrow bike lane would be implemented on the south side of Jolly through that area. I am puzzled as to how the bike lane will be added if the road won't be widened, and it is still 4 lanes across (westbound right turn lane, westbound travel lane, center left turn lane, and eastbound travel lane). The proposed bike lane in this section really puts bicycles in the same lane as the eastbound travel lane, thus putting bicyclists at risk because it puts them so close to traffic. If the bike lane is set up in this manner, it will surely increase bike/car accidents. In Brooklyn, NY, a road diet that was supposed to increase pedestrian and bike safety actually increased bike/car accidents by 133%. https://safety.fhwa.dot.gov/road_diets/case_studies/

The MSU analysis also found:

In several conversations with residents and in observations (both at various sites) of interactions between motorized and non-motorized traffic, it was apparent that there was an intentional lack of proper usage of the road diets by their users and/or a lack of knowledge of what usage is allowed.

- Bicyclists were often observed riding on sidewalks rather than using the unmarked bike lanes. Pedestrians were also occasionally observed using bike lanes, even when there was an adjacent sidewalk. There appeared to be a better understanding of the purpose of bike lanes at the sites in East Lansing, where there were appropriate pavement markings.
- There was a perceived lack of clarity regarding right-of-way at crosswalks along the road diets. Typically, motorists correctly assumed they had the right of way; residents complained, however, that crossing was difficult when vehicles did not

routinely yield to pedestrians (most notably in Ludington) even though the motorists actually had the right of way.

With the implementation of a road diet, especially around Okemos High School, it can be expected that OHS motorists will get creative to get to the school as quickly as possible. As a school of choice parent, I have been dropping my kids off at OHS for the last 5 years and have seen parents being quite creative in their interpretations of circumventing Car Line. No doubt parents and students will get more creative in their attempts to get to school in a timely manner. Based upon what I've observed these past 5 years, I could see any of the following happening:

- Parents dropping their kids off in the center turn lane, and their kids having to cross the westbound lanes to get to OHS.
- Utilizing the center turn lane to pass.
- Driving wherever there is space without regard to lane designations.
- Driving on the sidewalks (yes, this does happen).
- Westbound drivers in the travel lane cutting off other drivers in the right turn lane (without sufficient space) as they move into the right turn lane.

The MSU study also found that drivers improperly used the center lane:

- Motorists occasionally used the two-way left-turn lane (TWLTL) as a waiting (or acceleration) lane in making left turns from a driveway or side-street onto the road diet.
- On occasions when the TWLTL was used as a waiting/acceleration lane to turn into the far moving lane, motorists in the far lane appeared indecisive, perhaps thinking they were about to be cut off.
- On a few occasions, motorists were seen making left turns from the right moving lane, rather than moving into the TWLTL and then making the left.

During the public hearing, the Meridian Township police officer gave an explanation of what he thought was the legal and illegal usage of the center left turn lane. It was close, but not quite right. The proper usage of the center left turn lane is not specified, nor does it say whether driving in this lane is allowed in the Michigan Vehicle Code, but is found in the Michigan Manual on Uniform Traffic Control Devices (MMUTCD) and applied to the Michigan Vehicle Code. MMUTCD determines what signs, lane markings, etc. mean. And, under the MMUTCD, driving in a turn lane is not allowed. An Mlive article I found on this issue recaps to say it is illegal to use the center turn lane to merge with traffic. https://www.mlive.com/news/2011/07/traffic_talk_can_drivers_use_t.html

While a road diet for Jolly Road can be an attempt to improve safety within the budget constraints, it likely is not the right solution. I do think a center left turn lane will help, but reducing the eastbound lanes from 2 to 1 lane, and reducing the westbound lanes from Dobie to Okemos Roads from 2 to 1 lane will not

provide the safety return on investment that the road commission and township are hoping for. Please take this into consideration when making your decision.

Thank you again for your time, patience, and consideration.

Respectfully yours,

Lori Conklin

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Lori Conklin
C| 517-410-7798
E| lconklin@conklinsystems.com

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Lori Conklin
C| 517-410-7798
E| lconklin@conklinsystems.com

From: Paul Workman
To: Board
Subject: Jolly Road Reconfiguration
Date: Thursday, January 30, 2020 12:04:29 PM

I do not understand why Jolly Road between Dobie and Hagadorn is being changed from 4 lanes (2 in each direction) to 2 lanes (1 lane each direction with a left turn lane).

It seems to me that with this configuration, less traffic will be accommodated and more traffic congestion will result.

I think we should leave it as it is.

Is it an issue of funding and not traffic flow?

Thank you.
Paul Workman
Hiawatha Park

From: Lori Conklin
To: roads@ingham.org; Board
Subject: Jolly Road Diet Proposal Input
Date: Thursday, January 30, 2020 1:13:45 AM

Thank you for holding the Jolly Road public hearing and letting the people voice their thoughts on putting Jolly Road on a Road Diet. I appreciate the opportunity, and the patience of the stake holders who took the time to listen to me as well as the other community members.

I agree that something should be done to help Jolly Road, but am not convinced that a road diet is the appropriate course of action – especially between Okemos and Hagadorn Roads. This road diet proposal seems it is more of an attempt to try to Band-aid the issues instead of truly addressing them. After hearing Bill Conklin speak and explain, it sounds like the Road Commission is attempting a solution within a limited dollar amount. As a project manager, I get this as cost is always an issue, no matter the project.

The number one issue I heard at the public hearing for the road diet is to try to improve safety – especially for left turn vehicles. Yes, adding a left turn lane will definitely be an improvement for those turning left. But reducing the lanes ultimately will cause a long line of cars and increase the risk of rear-end crashes. While left turn crashes may go down with adding a center turn lane, the rear-end crashes will go up. Already, reported rear-end crashes are the number one accident type in the 5-year study for Jolly between Hagadorn and Kansas Roads – 31 (compared to only 11 head-on left turn accidents). Other communities with road diets noticed an increase in rear-end collisions, and a Federal Highway case study of Division Street in Grand Rapids showed rear-end collisions tripled after a road diet. (https://safety.fhwa.dot.gov/road_diets/case_studies/) Given this data, if head-on left turn accidents decrease to zero, and rear-end crashes triple like they did in Grand Rapids, we're looking at a possible net increase of 40 accidents in a 5 year period. This doesn't sound like a road diet will improve safety and reduce accidents to me.

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<https://iowadot.gov/iowabikes/pdf/Road%20Diet.pdf>

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Road diets, specifically 4-to-3 lane conversions, implemented in various locations in Michigan were studied to determine the safety- and delay-related impacts, develop crash modification factors (CMFs), and develop guidelines that would be useful in deciding when it might be desirable to implement such road diets. The results of the operational analysis support a guideline that suggests that 4-to-3 lane conversions result in significant delay when average daily traffic (ADT) exceeds 10,000 and, more importantly, when peak hour volumes exceed 1,000. A CMF of 0.91 (after adjustment for background citywide trends) for all crash types is recommended although the factor is not statistically different from 1.0. There was considerable site-to-site variation among the 24 sites studied, and this should always be considered when a road diet is contemplated.

The overarching purpose of the project was to estimate a crash modification factor (CMF or CMFs) that could be used to estimate crash savings that result from the implementation of 4-to-3-lane road diets in Michigan. From the outset it needs to be clear that road diets can have any of the following results (or combinations of results):

- decreases in crashes since, for example, left-turning vehicles are moved out of a through lane and into the reserved turning lane (the TWLTL) at mid-block non-intersection locations;
- increases in crashes since two lanes of through vehicles are moved into a single through lane (e.g., rear-end crashes in the right-hand lane become more likely simply due to higher volumes in the lane);
- decreases in pedestrian and bicyclist crashes because of the provision of better infrastructure for these users; and
- increases in pedestrian and bicyclist crashes since such users/trips are attracted to the improved infrastructure.

In addition, crash increases or decreases can vary substantially given the prevailing ADTs, road usage patterns, adjacent land uses (e.g., are there pedestrian/bicyclist attractors adjacent to the road diet site), turning volumes (especially mid-block), peak hour characteristics, and type of area (e.g., tourist area, university campus, small town) among others. Finally, background variation in crash frequencies (e.g., all crashes are steadily decreasing in a particular city) must be considered when trying to isolate the effect of a road diet.

The point is that there is likely to be significant variation in existing conditions prior to the implementation of a road diet. Crash savings (if there are any) are, likewise, likely to vary substantially with all of these variables.

During the hearing, Bill Conklin diagrammed the Jolly/Hewlett intersection and stated that Jolly Road would not be widened. While diagramming this intersection, he also mentioned

that a narrow bike lane would be implemented on the south side of Jolly through that area. I am puzzled as to how the bike lane will be added if the road won't be widened, and it is still 4 lanes across (westbound right turn lane, westbound travel lane, center left turn lane, and eastbound travel lane). The proposed bike lane in this section really puts bicycles in the same lane as the eastbound travel lane, thus putting bicyclists at risk because it puts them so close to traffic. If the bike lane is set up in this manner, it will surely increase bike/car accidents. In Brooklyn, NY, a road diet that was supposed to increase pedestrian and bike safety actually increased bike/car accidents by 133%. https://safety.fhwa.dot.gov/road_diets/case_studies/

The MSU analysis also found:

In several conversations with residents and in observations (both at various sites) of interactions between motorized and non-motorized traffic, it was apparent that there was an intentional lack of proper usage of the road diets by their users and/or a lack of knowledge of what usage is allowed.

- Bicyclists were often observed riding on sidewalks rather than using the unmarked bike lanes. Pedestrians were also occasionally observed using bike lanes, even when there was an adjacent sidewalk. There appeared to be a better understanding of the purpose of bike lanes at the sites in East Lansing, where there were appropriate pavement markings.
- There was a perceived lack of clarity regarding right-of-way at crosswalks along the road diets. Typically, motorists correctly assumed they had the right of way; residents complained, however, that crossing was difficult when vehicles did not routinely yield to pedestrians (most notably in Ludington) even though the motorists actually had the right of way.

With the implementation of a road diet, especially around Okemos High School, it can be expected that OHS motorists will get creative to get to the school as quickly as possible. As a school of choice parent, I have been dropping my kids off at OHS for the last 5 years and have seen parents being quite creative in their interpretations of circumventing Car Line. No doubt parents and students will get more creative in their attempts to get to school in a timely manner. Based upon what I've observed these past 5 years, I could see any of the following happening:

- Parents dropping their kids off in the center turn lane, and their kids having to cross the westbound lanes to get to OHS.
- Utilizing the center turn lane to pass.
- Driving wherever there is space without regard to lane designations.
- Driving on the sidewalks (yes, this does happen).
- Westbound drivers in the travel lane cutting off other drivers in the right turn lane (without sufficient space) as they move into the right turn lane.

The MSU study also found that drivers improperly used the center lane:

- Motorists occasionally used the two-way left-turn lane (TWLTL) as a waiting (or acceleration) lane in making left turns from a driveway or side-street onto the road diet.
- On occasions when the TWLTL was used as a waiting/acceleration lane to turn into the far moving lane, motorists in the far lane appeared indecisive, perhaps thinking they

were about to be cut off.

- On a few occasions, motorists were seen making left turns from the right moving lane, rather than moving into the TWLTL and then making the left.

During the public hearing, the Meridian Township police officer gave an explanation of what he thought was the legal and illegal usage of the center left turn lane. It was close, but not quite right. The proper usage of the center left turn lane is not specified, nor does it say whether driving in this lane is allowed in the Michigan Vehicle Code, but is found in the Michigan Manual on Uniform Traffic Control Devices (MMUTCD) and applied to the Michigan Vehicle Code. MMUTCD determines what signs, lane markings, etc. mean. And, under the MMUTCD, driving in a turn lane is not allowed. An Mlive article I found on this issue recaps to say it is illegal to use the center turn lane to merge with traffic.

https://www.mlive.com/news/2011/07/traffic_talk_can_drivers_use_t.html

While a road diet for Jolly Road can be an attempt to improve safety within the budget constraints, it likely is not the right solution. I do think a center left turn lane will help, but reducing the eastbound lanes from 2 to 1 lane, and reducing the westbound lanes from Dobie to Okemos Roads from 2 to 1 lane will not provide the safety return on investment that the road commission and township are hoping for. Please take this into consideration when making your decision.

Thank you again for your time, patience, and consideration.

Respectfully yours,

Lori Conklin

--
Lori Conklin
C | 517-410-7798
E | lconklin@conklinsystems.com

Mark Kieselbach

From: Todd Sharp <todd.sharp@okemosk12.net>
Sent: Monday, January 27, 2020 2:33 PM
To: William Conklin
Subject: Re: Alternative Okemos High School Parking Plan

Hi Bill,

Sorry that I haven't got back in touch with you. I should've emailed you letting you know that I've been in touch with John Hood (Supt) and he is trying to set up a meeting with him, myself, and OHS reps to present this and to hear their thoughts. I planned to be in touch after we met.

I just finished a phone call with Dan Troia in which he filled me in on where we were, as well as the plan. I have a meeting with John Hood tomorrow morning (9:30) and will bring him up to date with the various details/concerns.

Thank you,

Todd Sharp
Director of Transportation
Okemos Public Schools

On Thu, Jan 23, 2020 at 12:08 PM William Conklin <WConklin@ingham.org> wrote:

Greetings Todd,

Attached is a possible plan for improving the inflowing morning traffic at Okemos High School (OHS) as discussed last week for your review and, if acceptable, circulation with others involved on your end.

The main improvement is moving the northbound Hulett Road entering traffic to the north driveway to lessen the current conflict with the southbound Hulett Road left turn to eastbound Jolly Road.

Although two streams of traffic entering the north driveway may not be ideal, this driveway is wide enough for two lane traffic—on google imagery it measures 27 ft wide and at the neck between the curb and gutter with approximately 30 ft radii, which allows two passenger vehicles to enter per AASHTO passenger vehicle turn path templates. Tall traffic cones separating the two lanes and signs indicating use both lanes are proposed to guide drivers into both lanes and avoid delays due to entry conflicts.

If the overall plan is desired, certainly the next step would be to re-open the old north driveway for the southbound right turn entry. The more northerly driveway was closed and replaced by the southerly driveway to align the driveway with Lupine Drive when the development across Hulett Road was built. This was to avoid conflict between any simultaneous left turn entries to both the OHS driveway and Lupine Drive from Hulett Road. When the northerly driveway is re-opened, the Use Both Lanes signs (#6's on plan) would be moved back to just inward of the convergence of the two drives. There are notes to this effect in the left margin of the plan.

As the plan indicates, both entering traffic streams have the option of either parking or dropping off to avoid the need for lane changing on the way in. Vehicles wanting to drop off who entered from the south, and are thus in the driveway lane closer to Hulett Road, will need to drop off in the south end of the parking lot or pull up to the south end of the front sidewalk.

On the subject of the proposed Jolly Road lane reconfiguration, our traffic observations last week at Hulett and Jolly Roads further confirmed the need for the proposed lane changes to one through lane in each direction, a 2-way center left turn lane, and keeping the outer westbound lane, but re-marking it for right turns only starting at Hulett Road, also right only at OHS's Jolly Road driveway, and again this lane is already a must-right at Hagadorn Road. Having the outer westbound lane as right only at Hulett will prevent through vehicles from causing the right turns coming to OHS from building up at peak periods during a red signal as the right turns will generally be able to turn right on red as there is little if any traffic on Hulett Road from the south.

If/when more development comes in and/or traffic increases on Hulett Road south of Jolly Road, a left turn signal would be added for Hulett Road left turns, at which time a green arrow would be added for the westbound to north bound right turns to run with the southbound to east bound left turn phase.

If the Okemos School District would like to implement this plan, ICRD can supply and install the whole plan--all signing, tall traffic cones and any barricades needed at our current costs for actual labor and material, which is roughly estimated as follows:

8 signs at \$200 each--\$1600;

Signs would first be placed on temporary, portable bases while the plan is tried, frost may be in the ground currently, and to allow fine-tuning the sign locations during the trial period. Then the signs would be mounted on driven posts. Estimated cost covers both temporary and permanent installation.

4 Type III barricades at \$200 each = \$800;

For the two gate locations, I recall there is an existing bar gate at the current southerly inbound loop driveway—this would be closed and perhaps reflective material added for conspicuity. A type III barricade

(large 3 panel barricade as typically seen at a full road closure) with an arrow sign pointing north could also be placed there for a while to train the drivers. At the exit side of the main drop-off loop, a gate would need to be added, however ICRD could provide several Type III barricades there as well in the mean-time or permanently if desired. Estimated cost is only for any Type III barricades left permanently.

Approximately 25 tall cones at \$35 each = \$875;

Total: \$3275; \$2475 if the 4 Type III barricades are not permanently left.

ICRD will not request reimbursement for any materials not left permanently. Thus if the plan is removed, ICRD will pick-up and salvage all the material and OSD will not be charged for the temporary trial.

Finally, re-installing the north-most inbound driveway is estimated at \$9500 assuming the sidewalk can be left in place. If the plan is desired, we will request this to be funded with the Jolly Road federal aid project, which may be justified in order to relieve a traffic issue on a public, federal aid eligible road.

Let us know if you have any questions on the above or if you would like to meet again to discuss.

Thanks again for working with us to explore ways of improving traffic safety in the OHS area.

Bill Conklin, Managing Director,

Ingham County Road Department

Office: 517-676-9722

Mark Kieselbach

From: William Conklin
Sent: Friday, January 24, 2020 3:37 PM
To: 'bencohonbuildersandroofing@gmail.com'
Cc: 'Alaiedon Township'
Subject: FW: Alaiedon Township Jolly Road resolution

Mr. Cohoon,

Following up on our phone call this afternoon, below is the email I sent to Alaiedon Township, copied on this email, providing the results of our traffic observations in response to concerns you expressed at the Jolly Road Public Hearing last Monday, Jan. 13, at Alaiedon Township.

As indicated when we spoke this afternoon, I noted two typos in the day and date on the last two observations which are corrected below where hilited for the benefit of Alaiedon Township who received the email below with the typos.

As discussed, upon reviewing the information below, please let us know if you have any further questions, concerns or desire to meet and review the traffic concerns at your location.

Bill Conklin,
Ingham County Road Department
Office: 515-676-9722

From: William Conklin
Sent: Wednesday, January 22, 2020 1:22 PM
To: 'Alaiedon Township' <alaiedontwp@gmail.com>
Cc: 'Kieselbach@meridian.mi.us' <Kieselbach@meridian.mi.us>; Kelly Jones <KJones2@ingham.org>; Dan Troia <DTroia@ingham.org>; 'John.hood@okemosk12.net' <john.hood@okemosk12.net>; 'Derek Perry' <perry@meridian.mi.us>; 'Todd Sharp' <todd.sharp@okemosk12.net>; 'Ken Plaga' <plaga@meridian.mi.us>
Subject: RE: Alaiedon Township Jolly Road resolution

In response to concerns expressed by residents at the Jolly Road Public Hearing last Monday, Jan. 13, at Alaiedon Township, regarding whether there will be sufficient gaps with the proposed 3 lane reconfiguration on the east leg of Jolly Road, Alaiedon Parkway to Dobie Road, ICRD staff observed traffic flow last week during several peak traffic periods as follows (all times listed below are approximate):

5:15 to 5:35 pm, Tuesday, Jan 14, by Bill Conklin at driveway of address 1831 Jolly Road, weather clear, pavement dry, daylight progressing to dusk;

5:55 to 6:05 pm, Tuesday, Jan 14, by Dan Troia at field drive east of address 1831 Jolly Road, weather clear, pavement dry, dark;

7:30 to 7:50 am, Wednesday, Jan 15, by Bill Conklin at Fairhills Drive/Jolly Road, weather clear, pavement dry, dark progressing to dawn;

4:00 to 4:15 pm, Wednesday, Jan 15, by Dan Troia at field drive east of address 1831 Jolly Road, weather clear, pavement dry, daylight;

5:40 to 6:00 pm, Wednesday, Jan 15, by Bill Conklin at Fairhills Drive/Jolly Road, weather clear, pavement dry, dusk progressing to dark;

8:15 to 8:50 am, Thursday, Jan 16, by Bill Conklin on south side of Jolly Road across from Hiawatha Elementary school, weather clear, pavement dry, daylight;

8:00 to 8:45 am, Friday, Jan 17, by Bill Conklin on south side of Jolly Road across from Hiawatha Elementary school, weather clear, pavement dry, daylight.

The resident at 1831 Jolly Road was contacted by phone on Tuesday, Jan 14, to advise him that ICRD staff would be in the area several times during peak traffic periods observing traffic including from at or near his driveway. Resident at 1831 Jolly road was also offered to join the traffic observation at a time of his choosing, but declined.

Both actual traffic counts and last week's observations confirmed traffic on Jolly Road in the subject location is heavier east bound in the afternoon peak period and heavier west bound in the morning peak period. Therefore afternoon observations mostly focused on east bound traffic and morning observation were focused on west bound traffic.

In all observation periods, traffic was found to generally be clustered into groups of vehicles (known as platoons). Typically the presence of traffic platoons lasted at the observation points for 10 to 20 seconds followed by gaps in traffic of typically 6 to 20 seconds, many gaps longer. The majority of through traffic were typically observed to be travelling in the inner through lanes. There generally appeared to be more than adequate gaps within the inner lane platoons for the few vehicles in the outer lane to be in the inner lane platoon with little or no effect on the larger gaps between platoons. Most, if not all, of the larger gaps between platoons appeared reasonable in duration in which to enter Jolly Road.

On both mornings, Jan 15 and 16, observing at Hiawatha School, numerous eastbound left turns into Summergate and the Hiawatha School off Summergate were observed with some instances of vehicles intending to continue through in the inner eastbound lane, changing lanes into the outer lane to go around the left turn queue. This maneuver often results in "lane use" and "side-swipe-same" type crashes.

The above observations do not change ICRD's recommendation of the proposed lane reconfiguration from existing 4 lanes, 2 in each direction, to one through lane in each direction with a continuous center left turn lane, and a right turn lane on westbound Jolly road at Summergate Drive for the Hiawatha School entering traffic. The proposed lane configuration will reduce the chances of turn and lane change type crashes without noticeably reducing adequate gaps in Jolly Road traffic in which to enter from driveways and side streets.

It is also recommended that all property owners keep their frontages adequately mowed to prevent vegetation growth from interfering with clear vision from all approaches. 1831's driveway is at location where the road-side back-slope may limit visibility if road-side vegetation grows too high. Reducing the current two through lanes to one, will also result in the one remaining through lane being moved approximately 5 ft toward the center of the road from the curb, which moves the sight line away from the road-side and thus helps to improve clear vision from entering approaches.

Finally we reiterate as said in the public meeting that a center left turn lane also gives the opportunity to make a 2-stage left turn in the rare cases traffic in both directions may be too heavy for gaps in both directions of traffic to occur at once as is now required without a center left turn lane.

Please feel free to let us know if Alaieton Township or any residents have any further questions or concerns on the proposed Jolly Road project.

Thank-you again for your participation in the public outreach for this project.

Bill Conklin, Managing Director,
Ingham County Road Department
Office: 517-676-9722

Mark Kieselbach

From: William Conklin
Sent: Wednesday, January 22, 2020 1:22 PM
To: 'Alaiedon Township'
Cc: 'Kieselbach@meridian.mi.us'; Kelly Jones; Dan Troia; 'john.hood@okemosk12.net'; 'Derek Perry'; 'Todd Sharp'; 'Ken Plaga'
Subject: RE: Alaiedon Township Jolly Road resolution

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The above observations do not change CRD's recommendation of the proposed lane reconfiguration from existing 4 lanes, 2 in each direction, to one through lane in each direction with a continuous center left turn lane, and a right turn lane on westbound Jolly road at Summergate Drive for the Hiawatha School entering traffic. The proposed lane configuration will reduce the chances of turn and lane change type crashes without noticeably reducing adequate gaps in Jolly Road traffic in which to enter from driveways and side streets.

It is also recommended that all property owners keep their frontages adequately mowed to prevent vegetation growth from interfering with clear vision from all approaches. 1831's driveway is at location where the road-side back-slope may limit visibility if road-side vegetation grows too high. Reducing the current two through lanes to one, will also result in the one remaining through lane being moved approximately 5 ft toward the center of the road from the curb, which moves the sight line away from the road-side and thus helps to improve clear vision from entering approaches.

Finally we reiterate as said in the public meeting that a center left turn lane also gives the opportunity to make a 2-stage left turn in the rare cases traffic in both directions may be too heavy for gaps in both directions of traffic to occur at once as is now required without a center left turn lane.

Please feel free to let us know if Alaiedon Township or any residents have any further questions or concerns on the proposed Jolly Road project.

Thank-you again for your participation in the public outreach for this project.

Bill Conklin, Managing Director,
Ingham County Road Department
Office: 517-676-9722

From: William Conklin
Sent: Thursday, January 16, 2020 10:29 AM
To: 'Derek Perry' <perry@meridian.mi.us>; 'Todd Sharp' <todd.sharp@okemosk12.net>; Ken Plaga <plaga@meridian.mi.us>
Cc: Kieselbach@meridian.mi.us; Kelly Jones <KJones2@ingham.org>; Dan Troia <DTroia@ingham.org>; john.hood@okemosk12.net; 'Alaiedon Township' <alaiedontwp@gmail.com>
Subject: RE: Alaiedon Township Jolly Road resolution

Thank-you Chief Plaga and Todd Sharp for meeting Kelly Jones and I out at OHS this morning.

Alaiedon Twp (copied) approved the revised plan of keeping the entire WB outer lane on Jolly, Okemos-Hagadorn, and having it become right turn only starting at Hulett. The revised plan also adds a RTL at Summergate as we discussed as an option last week with Okemos School District. We will send you all revised plans soon-hopefully today. We are also tweaking the plan to try to keep somewhat of paved shoulder/"bike" lane on the EB side, but it won't be wide enough to be an official signed and marked bike lane.

Alaiedon Twp only acted on the west leg. They have some resident concerns regarding whether there will be enough, sufficient gaps with the road diet on the east leg (Alaiedon Parkway to Dobie), which we are looking into before they decide on the east leg. We have been looking at traffic gaps the last few days in morning and afternoon peak periods on the east leg, plus we looked at morning drop-off traffic at Hiawatha School after OHS this morning.

We are finding there will be plenty of more than adequate traffic gaps in both peak periods in both directions of the east leg including with assuming all traffic in one through lane. I will email Alaiedon Twp specifically about that when completed.

We also found no queuing out of the Hiawatha School out onto Jolly Road during the drop off both this morning and when ICRD Design Engineer Dan Troia observed last week. We found drop off at Hiawatha School runs quite well. Most exiting traffic turns right on Jolly. Jolly at Summergate does definitely need the proposed center left turn lane—fair amount of EB traffic backs up to turn left into Summergate and Hiawatha School with some through vehicles making some cringe-worthy last minute lane changes to get around the left turners. Thus the rear end, “side-swipe same”, and “lane use” type crashes we see on the crash report. Same on EB Jolly at Hulett.

Based on our observations today at both schools and the traffic data, we do not think there is thru traffic volume on either the east or west legs of Jolly to warrant both keeping 2 WB thru lanes and adding RTL’s, which was also discussed with the School District.

I will observe traffic again tomorrow morning at both Hulett and Summergate.

We are also working on a plan of a possible internal traffic rerouting for OHS that may improve morning traffic efficiency and will then send that with a request for a follow up meeting with the school district.

Let us know if any questions in the mean-time.

Thanks again all,
Bill Conklin,
ICRD

From: Derek Perry <perry@meridian.mi.us>
Sent: Wednesday, January 15, 2020 5:26 PM
To: William Conklin <WConklin@ingham.org>
Cc: Ken Plaga <plaga@meridian.mi.us>
Subject: RE: Alaiedon Township Jolly Road resolution

Bill:

Do you have a modified plan taking into account the ideas from our meeting at OPS? Was that presented at the public hearing/meeting? I ask because the Alaiedon Township resolution still references the 4-3 lane conversion, but I thought the media coverage talked about the “newer” option. Just looking for clarification.

Thanks,



A Prime Community

Derek N. Perry
Deputy Township Manager
Director of Public Works & Engineering
perry@meridian.mi.us
W 517.853.4440 | F 517.853.4099
5151 Marsh Road | Okemos, MI 48864

From: William Conklin <WConklin@ingham.org>
Sent: Wednesday, January 15, 2020 9:28 AM
To: Alaiedon Township <alaiedontwp@gmail.com>; Dan Troia <DTroia@ingham.org>; Kelly Jones <KJones2@ingham.org>; Brett Dreyfus <dreyfus@meridian.mi.us>; Derek Perry <perry@meridian.mi.us>; Mark

Kieselbach <Kieselbach@meridian.mi.us>

Subject: RE: Alaiedon Township Jolly Road resolution

Greetings Virginia,

Thank-you for sending this resolution and we appreciate Alaiedon Township supporting the proposed Jolly Road plan between Hagadorn Road and Kansas Street, the west leg of the project.

As mentioned in my email yesterday, we are observing traffic on the east leg of Jolly Road, Alaiedon Parkway to Dobie Road several times this week at peak hours to observe traffic gaps that can be expected with the proposed plan in response to citizen concerns expressed at Monday's public hearing regarding concern with potential lack of gaps. We will then email you back our observations on that plus a summarized follow-up for Alaiedon Township's consideration in deciding on the proposed plan for the east leg of Jolly Road between Alaiedon Parkway and Dobie Roads.

Thanks again for hosting the public hearing Monday night and sending the resolution for the west leg.

Bill Conklin,
Ingham County Road Department

From: Alaiedon Township <alaiedontwp@gmail.com>

Sent: Wednesday, January 15, 2020 8:51 AM

To: William Conklin <WConklin@ingham.org>; Dan Troia <DTroia@ingham.org>; Kelly Jones <KJones2@ingham.org>; Brett Dreyfus - Meridian Charter Township <dreyfus@meridian.mi.us>; perry@meridian.mi.us; Kieselbach@meridian.mi.us

Subject: Alaiedon Township Jolly Road resolution

Good Morning

At the Alaiedon Township Board meeting Monday, January 13, 2020 the attached resolution was passed.

Virginia Coffman
Deputy Clerk

--

Alaiedon Township
2021 Holt Road
Mason, MI 48854
Ph 517-676-9277
Fx 517-676-9332
alaiedontwp@gmail.com

Mark Kieselbach

From: William Conklin
Sent: Monday, January 27, 2020 6:42 PM
To: 'Shafer, Rick'
Cc: Mark Polsdofer
Subject: RE: Safety/crash Study

Again, even at just the Jolly/Hulett intersection, the through volumes are not sufficient currently, nor expected to be in the near future, to justify the much greater expense of widening the intersection at this time. Plus there are numerous other driveways and side-streets along the subject segments of Jolly Road that would also benefit from the improved safety of the proposed continuous 2-way center left turn lane.

Bill Conklin,
ICRD

From: Shafer, Rick <shaferrt@msu.edu>
Sent: Monday, January 27, 2020 6:04 PM
To: William Conklin <WConklin@ingham.org>
Cc: Mark Polsdofer <MPolsdofer@ingham.org>
Subject: RE: Safety/crash Study

Mr. Conklin, I appreciate your timely and comprehensive response. I also appreciate the apparent transparency. My question about widening the lanes was not for the whole stretch but specifically for that intersection. That seems far more doable and could be considered an infrastructure build for what might be inevitable.
Respectfully,

Rick Shafer
Dean of Students Office
735 E. Shaw Lane
W128 Owen Graduate Center
Michigan State University
517 884-0789
<https://www.deanofstudents.msu.edu/>
[Restorative Justice at Michigan State](#)

----- Original message -----

From: William Conklin <WConklin@ingham.org>
Date: 1/27/20 5:17 PM (GMT-05:00)
To: "Shafer, Rick" <shaferrt@msu.edu>
Cc: Mark Polsdofer <MPolsdofer@ingham.org>
Subject: RE: Safety/crash Study

Greetings Mr. Shafer,

Thank-you for interest and input on the proposed Jolly Road project.

Attached is a more detailed crash report covering Jolly Road between Hagadorn and Kansas Roads for the years 2014 through 2018. We do not have any further detail than this attached report to address your questions 1 and 2 below. Nonetheless, you will find a number of crashes involving left turns and east bound rear-ends at or near Hulett Road in the attached summary, some involving injuries.

In response to your question 3, the peak hour through traffic volumes on Jolly Road at Hulett Road at most are less than half the capacity of single lanes in each direction. No traffic growth estimates come anywhere close to those volumes doubling in the next 20 years. Thus widening Jolly Road between Hagadorn and Kansas Roads to 5 lanes to have 2 through lanes in each direction and a center left turn lane is not justified from current traffic volume or foreseeable growth perspectives. Certainly if/when such growth were to occur in the distant future, Jolly Road would then need to be widened or the lanes again reconfigured to address traffic demands at that time.

Given the above and the immediate safety benefit of re-assigning the inner eastbound lane as a center left turn lane (CLTL), which at peak traffic periods is often stopped by left turns anyway, we feel the currently proposed Jolly Road lane re-configuration to one through lane in each direction, the CLTL, and the outer westbound lane to remain, but be marked for right turns only starting at Hulett Road, is the best solution for the current need and that for the foreseeable future, besides best matching the current use of the lanes.

Feel free to let us know if you have any further questions, comments or input on the Jolly Road project.

Bill Conklin, Managing Director,
Ingham County Road Department
Office: 517-676-9722

From: Mark Polsdofer <MPolsdofer@ingham.org>
Sent: Saturday, January 25, 2020 10:59 AM
To: Shafer, Rick <shaferrt@msu.edu>; William Conklin <WConklin@ingham.org>
Subject: Re: Safety/crash Study

Good Morning Bill,

Would you please look over the questions from Rick Shafer below, and answer them and provide additional information if ICRD has it?

Thank you in advance for your assistance with this request.

Best regards,

Mark

From: Shafer, Rick <shaferrt@msu.edu>
Sent: Saturday, January 25, 2020 9:27 AM
To: Mark Polsdofer
Subject: RE: Safety/crash Study

Mark,

I won't pretend to fully understand what all of the data means, so here are a few questions that may advertise my ignorance. All are focused on the Hulett-Jolly intersection, unless noted otherwise.

1. How many of the accidents at the Jolly-Hulett intersection involve high school aged drivers?
2. How many of the rear end collisions occur in the East bound left hand lane?
3. Would widening that intersection to ADD a left turn lane (vs. repurposing an existing lane) resolve these problems? It seems to me that projected growth flies in the face of eliminating an entire lane; especially given the projected growth long term (i.e., isn't lanes and a left turn lane inevitable?

Restoratively yours,

Rick Shafer
Dean of Students Office
735 E. Shaw Lane
W128 Owen Graduate Center
Michigan State University
517 884-0789
<https://www.deanofstudents.msu.edu/>
Restorative Justice at Michigan State

-----Original Message-----

From: Mark Polsdofer <MPolsdofer@ingham.org>
Sent: Saturday, January 25, 2020 8:23 AM
To: Shafer, Rick <shaferrt@msu.edu>
Subject: Fw: Safety/crash Study

Good Morning Rick,

Attached are the documents I mentioned on Nextdoor.com. They aren't online just yet, since these plans have been adjusted once already based on some input from residents and Okemos Public Schools. If there are further revisions, I will forward them along to you as well.

If there are specific questions you have for the Ingham County Road Department, please feel free to reply to this email with those questions, and I will forward them to get addressed.

If I can assist you with anything else, please let me know.

Best regards,

Mark Polsdofer

Ingham County Commissioner
District 12
734.604.0856- Mobile

From: William Conklin
Sent: Thursday, January 23, 2020 12:16 PM
To: Mark Polsdofer
Subject: RE: Safety/crash Study

Greetings Mark,

For tonight's public hearing at Meridian Township's Transportation Commission meeting (6:00 pm at the Central Fire Station), regarding the proposed Jolly Road project, Hagadorn to Dobie Roads, not including the 5 lane section at the Okemos Road intersection, attached are the following:

Updated plans with keeping the outer westbound lane from Okemos to Hagadorn Roads and marking this lane for right turns only at Hulett Road, at the Okemos High school Driveway on Jolly Road, and as currently marked for right turns only at Hagadorn Road, plus adding a west bound right turn lane at Summergate Drive for Hiawatha School traffic. This results from further traffic analysis, observation, and discussions we've had with the Okemos School District.

The previously sent Safety Report for this project with back-up data now appended—crash summaries and traffic count data, which were not previously included.

There will also be copies of these items at tonight's meeting.

Let me know if you need anything else.

Bill Conklin,
ICRD

-----Original Message-----

From: Mark Polsdofer <MPolsdofer@ingham.org>
Sent: Wednesday, January 22, 2020 10:29 PM
To: William Conklin <WConklin@ingham.org>
Subject: Safety/crash Study

Hi Bill,

You mentioned a study was coming on crash data.

Ahead of tomorrow's meeting, do you have that to share?

Best regards,

Mark

Sent from my iPhone.

Mark Kieselbach

From: William Conklin
Sent: Monday, January 27, 2020 6:06 PM
To: Nancy Domagalski
Cc: Mark Polsdofer
Subject: RE: Jolly Road

Greetings Ms. Domagalski,

Thank-you for interest and input on the proposed Jolly Road project.

In response to your concerns regarding traffic volume and growth, the peak hour through traffic volumes (not including turning traffic) on Jolly Road between Hagadorn and Kansas Roads, and between Alaiedon Parkway and Dobie Road, are at most are less than half the capacity of single through lanes in each direction.

No traffic growth estimates come anywhere close to those volumes doubling in the next 20 years. Thus widening Jolly Road in the above segments to 5 lanes to have 2 through lanes in each direction and a center left turn lane is not justified from current traffic volume or foreseeable growth perspectives. Certainly if/when such growth were to occur in the distant future, Jolly Road would then need to be widened or the lanes again reconfigured to address traffic demands at that time.

Please keep in mind, there are no changes proposed for Jolly Road at Okemos Road nor to the 5 lane section of Jolly Road from Kansas Road west of Okemos Road to Alaiedon Parkway east of Okemos Road.

The 4 lanes on Jolly Road between Hagadorn and Kansas Roads would remain but are proposed to be re-assigned to how they are most often used especially during peak traffic periods. There would be one through lane in each direction, the 2-way center left turn lane, and the outer westbound lane would remain, but would be re-assigned for right turns only starting at Hulett Road, again for right turns only at the Okemos High School's Jolly Road driveway, and this lane ends as a right turn only lane at Hagadorn Road. Traffic studies and numerous peak traffic period observations have shown this is how these lanes are being used anyway.

Between Alaiedon Parkway and Dobie Road, again there would be one through lane in each direction, the center left turn lane, and a right turn lane will be added at Summergate Drive for the Hiawatha School traffic.

With left turns currently occurring from the inner through lanes, especially during peak traffic periods and at peak traffic locations such as the two schools, the inner through lane traffic flow is often interrupted anyway. Crashes result from vehicles changing lanes to go around the stopped left turning vehicles, in addition to left turn crashes resulting from lack of a center left turn lane.

Given the immediate safety benefit of the proposed lane reconfigurations described above, we believe the proposed plan is the best solution for the current need and that for the foreseeable future, besides best matching the current use of the lanes.

Feel free to let us know if you have any further questions, comments or input on the Jolly Road project.

Bill Conklin, Managing Director,
Ingham County Road Department
Office: 517-676-9722

From: Mark Polsdofer <MPolsdofer@ingham.org>
Sent: Saturday, January 25, 2020 3:41 PM
To: Nancy Domagalski <nanokemos@comcast.net>; William Conklin <WConklin@ingham.org>
Subject: Re: Jolly Road

Good Afternoon Bill,

Would you be so kind as to look over the questions and concerns from Ms. Domagalski and address them?

Thank you in advance for your assistance with this issue.

Best regards,

Mark

Sent from my iPhone.

On Jan 25, 2020, at 3:29 PM, Nancy Domagalski <nanokemos@comcast.net> wrote:

Mark,

You may forward the email. I'd like to know how they decided that one lane in each direction will eliminate congestion and be safer. Traffic will be held up as they have to slow down for those in front of them turning right into businesses. Wayfarer is opening a warehouse in Okemos adding 500 new jobs. There are, also, several new apartment buildings going in, new business at the intersection of Jolly and Okemos Road, and a new car dealership just to mention a few new developments. I have been on Jolly Road just prior to Hiawatha Elementary School dismissal and cars are backed up onto the right traffic lane waiting to pick up their children. Now you want to take that down to one lane? That's an accident waiting to happen as other motorists try to pass those in line.

From reading the other comments on Nextdoor, I can see that I am not the only one opposed to this move. I haven't seen a positive comment yet. Were the business along Jolly Road consulted?

Thank you.
Nancy Domagalski

On January 25, 2020 at 8:42 AM Mark Polsdofer <MPolsdofer@ingham.org> wrote:

Good Morning Nancy,

Would you mind if I forwarded this email to ICRD to address specifically?

Also, I will forward the documents in a moment.

If I can assist you with anything else, please let me know.

Best regards,

Mark Polsdofer

Ingham County Commissioner

District 12

734.604.0856- Mobile

From: Nancy Domagalski <nanokemos@comcast.net>
Sent: Friday, January 24, 2020 6:40 PM
To: Mark Polsdofer
Subject: Jolly Road

Mark,

Will you please send me the information that is being used to decide on changing the Jolly Road area to three lanes?

As my response on Nextdoor said, I fail to understand how this will make the traffic flow safer. There will be more traffic with all the development in the area and the ICRD wants to eliminate lanes. It just does not make sense. My father was the chief engineer on I-496 and the assistant head of highway maintenance for the State of Michigan. After years of listening to highway and road development explanations, I've never heard that eliminating lanes would make a road safer.

I am sure that if this plan is put into action, in five years we will be hearing that we need to add the lanes back for safety.

Sincerely,
Nancy Domagalski

Ingham County Road Department
301 N Bush St
Mason, MI 48854

I drive the stretch of road between Meridian and Okemos at least eight times per week, on my way to or from work or from family who live in the area or from businesses near the intersection of Jolly and Okemos roads.

I am opposed to the proposed lane reductions on Jolly road

I have lived at my current address on Meridian road for 20 years, which is almost due east of where I work in downtown Lansing. Since I can't actually go due west, I have to go either north or south to an east-west route. I have 3 basic options, Haslett road is 12.7 miles, Grand River to Mount Hope is 12.9 miles and Jolly to 96 to 496 is 16.7 miles – a third longer.

For years I automatically took Haslett road, but a few years ago I started pulling up Google Maps in the morning and evening before my commute, and was amazed when it kept routing me down Jolly road. Google wasn't wrong. It is actually faster every time, unless there is an accident on the expressway, to drive an extra third the distance. Every time.

Eliminating a lane will certainly reduce the efficiency of that stretch of road, but I'm not just opposed because it would slow up my commute. I believe it would actually be more dangerous because it would result in a near steady stream of vehicles, making it extremely difficult to pull out of any side street or business or home driveway. I have observed this first hand on Haslett road east of Marsh. I've seen people use the turn lane to pass cars turning right, cars pull out in front of oncoming traffic – the constant row of cars apparently makes a 3 car-length gap seem like a reasonable opening. Traffic on the side streets backs up because cars can't get through the intersection. This same lane treatment is part of the reason it takes longer to drive 12 miles than it does 16. I'd suggest you survey any resident on that road and see how they like it – or maybe spend some time driving in or observing traffic there around elementary school pick-up or drop off time or morning or evening commute.

Jolly road and the Okemos intersection has repeatedly been under construction for one reason or another year after year, which cannot help but impact businesses in that area, and anything that makes it more difficult to enter or exit a business will have a lasting negative financial impact. Customers don't have the patience to deal with traffic, they'll go somewhere easier.

Lastly, as voters we continually hear about lack of resources, I fail to understand how this can possibly be a priority project with all the work that needs to be done justifying

the millage proposals put on the ballot. How about filling a few pot holes, or timing traffic signals or maybe making some of them smart signals so drivers don't have to sit at an empty intersection, burning gasoline waiting for a signal to turn green.

This seems to be a solution in search of a problem, and I urge you to just leave this stretch or road that is finally working, alone.

Thank you for your attention.

A handwritten signature in black ink, appearing to read 'Bethany Beauchine', with a large, stylized flourish at the end.

Bethany Beauchine

Mark Kieselbach

From: William Conklin
Sent: Friday, January 24, 2020 6:08 PM
To: 'dontreas@gmail.com'
Cc: Road Department
Subject: RE: 1-23-20 Public Hearing | Jolly Road Diet Plan

Dear Ms. Gibson,

Thank-you for your interest in the proposed Jolly Road project and attending last night's public meeting for this project.

The Hulett/Jolly intersection will be improved with the proposed center left turn lane (CLTL) on Jolly Road and keeping the existing outer westbound lane, but having it become right turn only at Hulett Road. The signal will also have a left turn signal phase for the new CLTL on Jolly Rd. This signal will be optimized to the extent it can be, and will have vehicle detection and related signal actuation for certain movements, such as the left turns, to maximize green time for the heaviest movements.

We have observed there is adequate through traffic capacity at peak periods with one through lane as that is almost entirely how Jolly Road operates currently.

We will look into getting the Jolly Road plans uploaded to our website.

The intersection of Grand River (M-43) and Dobie Road is controlled by MDOT as M-43 is state road. MDOT has been requested to add a left turn signal for Dobie/Central Park at that location, but so far has denied this request as they have previously indicated this would adversely affect the efficiency of the signal and/or traffic on M-43.

Thanks again for your input and interest in the Jolly road project and feel free to let us know if you any further questions or concerns.

Bill Conklin, Managing Director,
Ingham County Road Department
Office: 517-676-9722

-----Original Message-----

From: Teresa Gibson <dontreas@gmail.com>
Sent: Thursday, January 23, 2020 8:28 PM
To: Road Department <roads@ingham.org>
Subject: 1-23-20 Public Hearing | Jolly Road Diet Plan

Mr. Conklin,

Thank you for your time this evening. My husband, Don, and I feel much better about the project now that you have explained it in clearer detail. We are on board with it.

Our hope is that the traffic light for the west bound traffic at the Hulett intersection - from 7am to 8am - will be timed at a steady green for an adequate duration. We can see that the single through lane will be backed up a great deal when school busses are included. We pray that does not happen with extreme delays.

We appreciate your patience this evening with taking the time to properly diagram and explain how this is all going to happen. The simple diagram that you drew on the board was helpful for us. Something like that would have helped on your website with the paragraph that your site provided.

Lastly, off topic, we have called in and emailed in the past to express our frustration with the timing of the lights at Dobie & Hamilton and Dobie & Grand River. A left turn arrow is seriously needed for going left onto Grand River when heading south. We were told over the phone about two years ago that two different road departments would need to control fixing this problem. We've heard nothing of a fix on this to date and we continue to see cars running red lights there as a result.

Thank you again for your consideration.

Sincerely,
Teresa Gibson

Sent from my iPhone

Mark Kieselbach

From: Road Department
Sent: Thursday, January 23, 2020 8:26 PM
To: William Conklin; Dan Troia; Kelly Jones
Subject: Fwd: Jolly Rd Diet

Kellie
Sent from my iPhone

Begin forwarded message:

From: dale freeman <dfreeman617@gmail.com>
Date: January 23, 2020 at 8:10:00 PM EST
To: Road Department <roads@ingham.org>
Subject: Jolly Rd Diet

I attended this evening's public comment on the proposed road diet for two sections of Jolly Rd. during the Meridian Township Transportation Commission meeting and would like to share my thoughts with you.

As the chair of the TriCounty Bicycle Association's Advocacy Committee, I would like to express my support for the proposed road diet. As a cyclist who regularly commutes to work on a road that saw a road diet implemented a couple of years ago, I have been impressed by how this has allowed for safer cycling while also making the road safer for motorists and pedestrians.

During this month's TCBA Advocacy Committee meeting our members discussed the proposal and were favorably disposed to these changes.

Thank you for your efforts to make multi-vehicle transportation in this area safer.

Dale Freeman

Mark Kieselbach

From: Road Department
Sent: Tuesday, January 21, 2020 8:39 AM
To: William Conklin; Dan Troia; Kelly Jones; Tom Gamez
Subject: FW: High Hope for Marsh road.

I didn't respond yet.

Kellie

*Kellie Knauff
Ingham County Road Department
Reception/Permits/Public Information Coordinator
301 Bush St
Mason MI 48854
Ph: 517.676.9722
Email: kknauff@ingham.org*

From: Chuck & Tom Lindstrom <64pinecreekworld@gmail.com>
Sent: Saturday, January 18, 2020 8:06 PM
To: Road Department <roads@ingham.org>
Subject: High Hope for Marsh road.

On the heels of the proposed 2020 Jolly road improvements, is there any chance that the same "Plan" might be considered for Marsh Road in Haslett? The stretch of road from the county line on the north through Haslett Road to the south could really benefit from the Safety (accident avoidance) and Traffic Flow (excessive speed reduction) enhancements of this "Plan".

Thank you for your consideration.

C & T Lindstrom
1764 Pine Creek Circle
Haslett, MI. 48840-8211

Mark Kieselbach

From: William Conklin
Sent: Friday, January 17, 2020 6:19 PM
To: 'Chuck Wynn'
Subject: RE: Information Request on Jolly Road Project

Dear Mr. Wynn,

Your request for the background data on the subject report has been referred to ICRD staff who prepared the report. Allowing for other on-going priorities and our office being closed on Monday, Jan 20, for the Martin Luther King holiday, ICRD will respond with your requested information as soon as possible next week.

I can briefly answer your question on the project development history. Primary road resurfacing projects are determined by pavement condition ratings done every 2 years, traffic volumes, and other factors. The Jolly Road project was selected and placed into our current 4 year federal aid project year program in late 2018 for construction originally planned in 2022. In mid 2019, the Jolly Road project was moved up to 2020 as part of a necessary re-ordering of projects based on a number of factors relating to other projects. Safety review of projects is done as part of design engineering for all projects, which occurred late last fall on the Jolly Road project. The decision to reconfigure the lanes on Jolly Road was made in December, after which the current public involvement effort was planned to occur after the holiday period.

Let us know if you have any further questions in the mean-time and myself or another ICRD staff person will respond next week on your request for the background data.

Bill Conklin, Managing Director,
Ingham County Road Department (ICRD)
Office: 517-676-9722

From: Chuck Wynn <chuckles77@gmail.com>
Sent: Thursday, January 16, 2020 9:09 PM
To: William Conklin <WConklin@ingham.org>
Subject: Information Request on Jolly Road Project

Hi Bill,

I am a resident of Meridian Township, and was recently informed about the proposed changes to Jolly Road to reduce it to two through lanes with one turn lane at sections.

I would be interested in learning more about the project in advance of the upcoming public hearing on Thursday January 23rd at the Meridian Township Central Fire Station.

I have read the Crash Analysis Report that was released on December 21st, 2019, but I was interested in looking at the raw source data used in the report, specifically the average daily traffic (ADT), as well as the crash data which was summarized in the report. Since the sources for the data are not referenced in the report, I'm uncertain as to where I might go to see the data used to support the project.

Finally, I was hoping to find a summary of what prompted the project, why, how long it has been in development, etc. This is not in the report I've read, and it would be helpful to have some context of the project's history to get a better understanding of it.

Thank you in advance for your assistance in this.

Kind regards,
Chuck Wynn

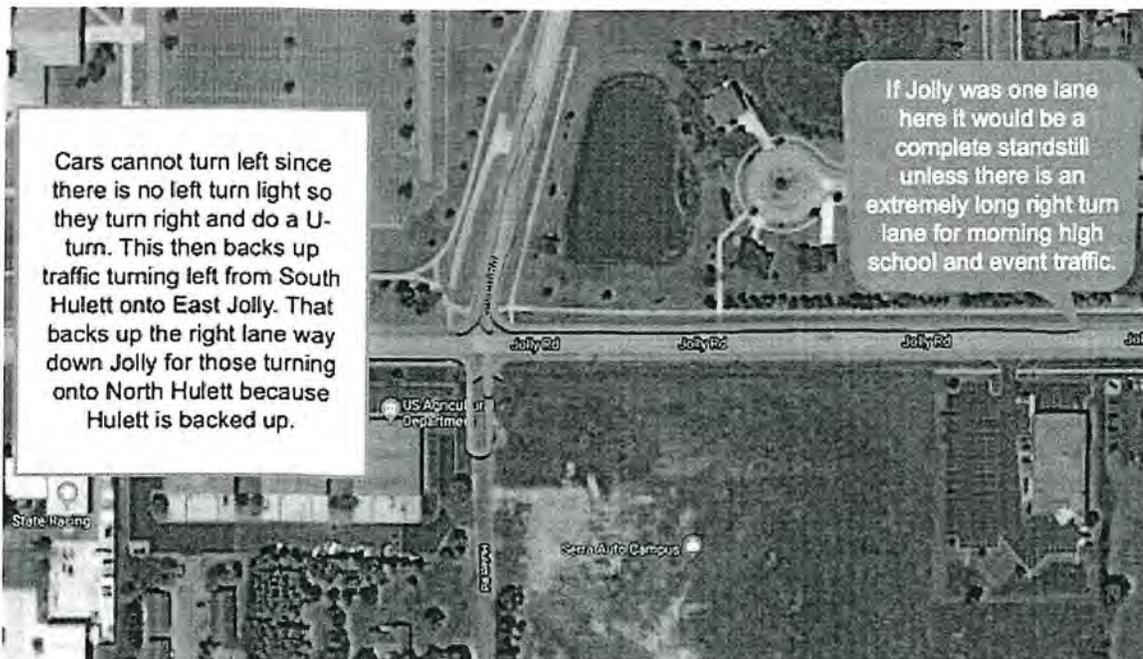
From: Owen, Chandra <c.owen@TechSmith.com>
Sent: Tuesday, January 14, 2020 9:55 AM
To: Road Department <roads@ingham.org>
Subject: Jolly Road Project Concerns

I am writing to share a couple of concerns I have with the proposed changes to Jolly Rd as a resident who commutes through this area daily.

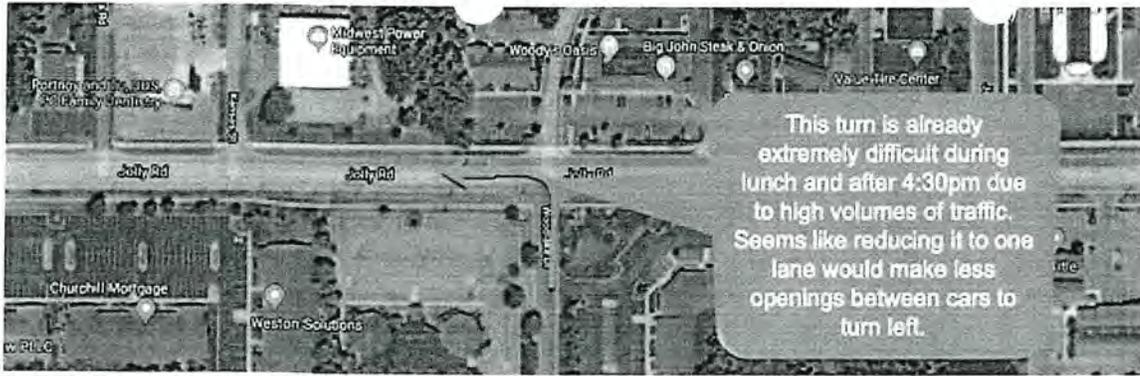
Concern #1 – There are already challenges at the intersection of Hulett Rd and Jolly Rd, particularly around 7:30am during the arrival of students to the high school. I drive south on Hulett to my place of work on Woodlake Dr. In the mornings there is often a large back-up on Jolly Rd. in the right lane going westbound as students and parents attempt to turn left into the high school parking lot. If Jolly was down to one lane this would bring traffic to a complete stop. Right now traffic can continue to flow through Jolly in the left lane while the right is backed-up.

There is an issue of vehicles being unable to turn left from eastbound Jolly to northbound Hulett. There is no left turn signal. They get tired of waiting through multiple lights to turn left so they have begun to turn right onto Hulett, do a U-turn and then go straight through. If a few cars do this, traffic attempting to turn left from southbound Hulett to eastbound Jolly are stopped causing further back-ups on Hulett and the cycle continues.

Please consider this congestion and potential further headache that reducing lanes in this intersection may have during peak hours.



Concern #2 – The challenging left turn from Woodlake Drive onto westbound Jolly Rd. I have concerns that reducing Jolly down to one lane would cause one never ending lane of traffic rather than spreading it out between the two lanes making it even more difficult to make this turn.



Thank you for your consideration as you plan. I do not expect that there would be a lot of bike traffic on this stretch. I would not bike it myself due to the volume of traffic and distracted drivers (that would continue after this project) or allow my children to do so. Living on Hulett Rd in the 35 mile per hour section north of Bennett Woods distracted drivers have crashed into my front lawn, crashed into my mailbox, crashed into an electric pole, and crashed into my neighbors fence in the time I have lived there. Jolly road is busier and faster, but needs to allow traffic to flow quickly as it is a major connection between Okemos and Lansing.

Have a great day and feel free to follow-up with any questions. My cell is 517-819-0973. I live at 4090 Hulett Rd, Okemos, MI.

Chandra Owen
Instructional Designer
TechSmith Corporation
c.owen@techsmith.com



Mark Kieselbach

From: Owen, Chandra <c.owen@TechSmith.com>
Sent: Tuesday, January 14, 2020 1:44 PM
To: William Conklin
Subject: Re: Jolly Road Project Concerns

Thank you very much for the explanation. I feel comfortable with the proposed changes, especially those at the Hulett and Jolly intersection and hope it improves travel and safety in the area.

Have a great day,
Chandra

From: William Conklin <WConklin@ingham.org>
Date: Tuesday, January 14, 2020 at 1:30 PM
To: "Owen, Chandra" <c.owen@TechSmith.com>
Cc: Road Department <roads@ingham.org>
Subject: RE: Jolly Road Project Concerns

CAUTION: This message originated from outside of TechSmith Corporation. Do not click on any links or open any attachments unless you recognize the sender and are expecting the message.

Dear Chandra Owen,

Thank-you for your well stated and depicted input on the proposed Jolly Road project between Hagadorn and Dobie Roads.

The currently proposed improvements at the Jolly/Hulett intersection should address your Concern #1 at that location. The proposed plan does not change the current 5 lanes on Jolly Road between Kansas Street west of Okemos Road and Alaiedon Parkway east of Okemos Road, so there will be no change to the traffic at the Wood Lake/Jolly intersection per your Concern #2.

The following should further address your concern at Jolly/Hulett:

If the currently proposed Jolly Road plan is approved, the current 4 lane section of Jolly Road Between Hagadorn Road and Kansas Street will have a 2-way center left turn lane, one through lane in each direction, and the outer westbound lane is also being retained as a right turn lane in addition to the inner westbound through lane. The signal at Jolly/Hulett will also be modified to have a left turn phase (green arrow) for Jolly road left turns into both legs of Hulett Road, and the signal timing will be improved to get traffic out of the north leg of Hulett more efficiently. We also plan to meet with the Okemos School District and High School staff to review whether the high school traffic flow can be improved in the school grounds for better overall efficiency. If the currently proposed plan is not approved, there would be no changes to Jolly Road other than it would just be resurfaced.

Thank-you again for your informative input and feel free to reply and let us know if you have any further questions. Also feel free to forward and share this response to any other residents you know of having similar concerns.

Bill Conklin, Manager,
Ingham County Road Department
Office: 517-676-9722

Mark Kieselbach

From: Troia, Dan
Sent: Wednesday, January 08, 2020 5:34 PM
To: 'stevestagg@yahoo.com'
Cc: Road Department
Subject: RE: Jolly Road
Attachments: Jolly Road Diet Media Release.docx

Mr. Stagg,

Thank you for your comments regarding the proposed 4 lane to 3 lane reconfiguration plan for Jolly Road. Following asphalt resurfacing, the proposed re-striping would consist of a center left turn (CLT) lane, one through-lane each direction, and a paved shoulder area that is conducive for non-motorized travel; the total road width (existing curbs) generally remains unchanged.

This type of conversion is now common for roadways with similar width and traffic volumes as the current 4-lane segments of Jolly Road. A 3-lane configuration with a CLT lane is widely accepted as providing a safer roadway for motorists and non-motorized traffic while typically not sacrificing traffic capacity. The perceived capacity reduction resulting from reduced through-lanes is usually offset by improved efficiency at intersections.

Ingham County has implemented such conversions on numerous roadways in the vicinity (e.g. Lake Lansing Road, Haslett Road, Willoughby Road, Holt Road, Michigan Avenue, and coming soon on Central Park Drive to name a few). In every instance, 4 to 3 conversions have served to dramatically reduce, not increase traffic crashes. As part of the proposed conversion, we have analyzed both the Hulett (High School) and Summergate (Hiawatha School) intersections, where there are peak school traffic volumes. As we would expect, data shows a relatively high crash rate throughout the project limits (but particularly at these two intersections), resulting from the current 4 lane configuration. We fully expect that the crash rate will reduce significantly at these intersections and throughout the project (i.e. at every minor street or driveway), once a CLT lane is added.

The current average daily traffic volume in the vicinity of Hiawatha School is approximately 11,000 vehicles per day. This volume is ideal for the proposed 3 lane configuration (well below saturation). We are considering and likely would add westbound (WB) RT turn lanes at both Hulett and Summergate intersections to further improve both safety and traffic flow at these locations. With these enhancements, turning left out of Summergate Lane onto eastbound Jolly Road should become much easier and safer with the proposed 3-lane conversion; vehicles making this turn will cross only one lane of WB through-traffic (vs two lanes currently), and the CLT lane will provide more space for turning and merging during periods of heavy EB traffic. Additionally, shifting the WB RT turning vehicles 1/2 lane to the north will provide better visibility to WB through-traffic from Summergate.

We are happy to further discuss your concerns if you desire. You are welcome to attend one of the advertised public information meetings (per attached) or you can contact me directly per below.

Regards,

Daniel J. Troia, P.E.
Assistant Director of Engineering
Ingham County Road Department
301 Bush Street
Mason, Michigan 48854

(517) 676-9722x2319 ofc
(517) 719-1353 cel

(517) 676-2085 fax

-----Original Message-----

From: Steve Stagg <stevestagg@yahoo.com>

Sent: Tuesday, January 7, 2020 10:52 PM

To: Road Department <roads@ingham.org>

Subject: Jolly Road

Dear Road Commission,

Anyone who has ever dropped off or picked up at Hiawatha School, knows reducing any lanes on Jolly Road is a non-starter. It is very difficult to get in and out of the school as it is. Reducing the number of lanes will make it much more difficult and the likelihood of an accident (with children) goes up dramatically.

Jolly Road was built with 4 lanes for a reason. I seriously doubt traffic has decreased given the development along Jolly Road.

Please reconsider this plan.

Sincerely,

Steve Stagg

Sent from my iPhone

Mark Kieselbach

From: Troia, Dan
Sent: Wednesday, January 08, 2020 5:14 PM
To: 'stefan.cerbin@gmail.com'
Cc: Road Department
Subject: RE: Jolly road diet
Attachments: Jolly Road Diet Media Release.docx

Mr. Cerbin,

The Ingham County Road Department is proposing to take the opportunity of the impending Jolly Road resurfacing project to create a safer roadway for both motorized and non-motorized traffic by implementing a 4-lane to 3-lane conversion. Following asphalt resurfacing, the proposed re-striping would consist of a center left turn (CLT) lane, one through-lane each direction, and a paved shoulder area that is conducive for non-motorized travel; the total road width (existing curbs) generally remains unchanged. Although we consider the paved shoulder area bicycle friendly, the ICRD typically does not explicitly label or mark the paved shoulder as a 'bike lane' because the paved shoulder area available between existing curbs may not necessarily meet formal design guidelines for designated bicycle facilities. 'Protected' or separate non-motorized facilities may be preferred for non-motorized travel, but these are not included in the planned scope of the proposed project.

The current project limits extend from Hagadorn Road to Dobie Road (excluding between Kansas Rd and Alaiedon Parkway, paved in 2018). The proposed paved shoulder area would not extend through the Jolly Road segment paved in 2018, although there are sidewalk/pathway on one or both sides of Jolly Road through that segment. Also, no work is proposed west of Hagadorn Road; however, the current two lane section of Jolly Road between Collins Road and Hagadorn already has a +/-5 ft 'bicycle friendly' asphalt paved shoulder.

We do communicate regularly with the City of Lansing, but the proposed lane conversion for Jolly Road was only recently proposed (just prior to Holidays) for inclusion with the resurfacing project, so they may not yet be aware. The ICRD is not aware of any currently planned projects by the City for either Jolly or Collins Roads wherein non-motorized facilities could be considered, but I will forward your message to my counterpart there. With the Sycamore Trail intersecting Jolly at Five Oaks, it would seem to make sense to work towards having connectivity between the trail and other non-motorized facilities.

We are happy to further discuss your concerns if you desire. You are welcome to attend one of the advertised public information meetings (per attached) or you can contact me directly per below.

Regards,

Daniel J. Troia, P.E.
Assistant Director of Engineering
Ingham County Road Department
301 Bush Street
Mason, Michigan 48854

(517) 676-9722x2319 ofc
(517) 719-1353 cel
(517) 676-2085 fax

-----Original Message-----

From: Stefan Cerbin <stefan.cerbin@gmail.com>

Sent: Wednesday, January 8, 2020 12:46 PM

To: Road Department <roads@ingham.org>

Subject: Jolly road diet

To whom it may concern,

I read that Jolly road will be reduced in vehicle lanes and add bike lanes. Is there going to be addition of bike lanes to the section from Hagadorn west to the City of Lansing border? Also has/is/will there be coordination with Lansing to see if bike lanes will be added in the Lansing section of Jolly? I appreciate the addition of bike lanes but if they end or are dangerous most people will not use them. Protected bike lanes are the application to address this.

Thanks,

Stefan

Mark Kieselbach

From: Conklin, William
Sent: Wednesday, January 08, 2020 3:11 PM
To: Polsdofer, Mark; jstojsih722@gmail.com
Cc: Troia, Dan
Subject: RE: Jolly Road Proposal
Attachments: 205685 Jolly rd crash analysis_rev 01-06-2020.pdf; Plan_Set_12-20-2019.pdf

Dear Mr. Stojsih,

Thank-you for your interest and input on the proposed Jolly Road resurfacing project.

In addition to Ingham County Commissioner Mark Polsdofer, I have added Dan Troia, Ingham County Road Department's Project Engineer on the Jolly Road project.

Attached as you requested below are the preliminary proposed plans for Jolly Road, Hagadorn to Dobie Roads, not including the Jolly/Okemos Roads intersection, and the crash summary and analysis leading to the recommendation to convert the 4 lane sections of Jolly Road to 3 lanes having a center left turn lane and one through lane in each direction between Hagadorn Road and Kansas Street, and between Alaiedon Parkway to and through the Dobie Road intersection. See in particular plan sheets 8 through 13 for the proposed lane changes.

Please note these plans are preliminary and subject to change. Adding westbound right turn lanes on Jolly Road at both Hulett Road and at Summergate Lane, in addition to the proposed 3 lanes at both locations shown on the attached plans, is currently being considered, but is not shown on the current preliminary plans attached to this email.

Turning left out of Summergate Lane onto eastbound Jolly Road should if anything become safer and easier with the proposed lane conversion as vehicles making this turn will only have to cross one, not the current two, lanes of westbound through traffic on Jolly Road, and will have the continuous center turn lane to turn into first, to do a "2-step left turn", if traffic is heavy at the time of the turn on eastbound Jolly Road as well.

Also in response to your question about the possibility of a signal at Summergate and Jolly, the Michigan traffic manual we are required by Michigan law to follow has specific traffic warrants for adding signals, even with only peak-hour phase operation as you suggest below. The traffic has been studied as required at this location and the required traffic warrants are not close to being met for installing a traffic signal at Summergate and Jolly Roads. We believe the proposed lane changes at this location will make the intersection much safer and more efficient, but will continue to monitor the intersection after the project to assess whether any further improvements, such as a signal, are necessary and warranted as required by law.

Please feel free to let us know if you have any further questions or concerns on this proposed project. Please also feel free to share this response and the attached items with any others who may also be interested in this project.

Thanks again for your interest and input on the subject project,

Bill Conklin, Managing Director,
Ingham County Road Department
Office: 517-676-9722

From: Polsdofer, Mark <MPolsdofer@ingham.org>
Sent: Wednesday, January 8, 2020 12:29 PM

To: Conklin, William <WConklin@ingham.org>

Subject: Fw: Jolly Road Proposal

Hi Bill,

Can you please review the email below, and let me know if you have information we can share to answer Mr. Stojasih's questions?

Thank you in advance for your assistance.

Best regards,

Mark

From: Justin Stojasih <jstojasih722@gmail.com>

Sent: Wednesday, January 8, 2020 9:09 AM

To: Polsdofer, Mark

Subject: Jolly Road Proposal

Hi Mark,

Thanks for responding to my Facebook message yesterday. Can you send me the info about the proposed changes to Jolly Road? Is there a diagram available that shows the proposed changes? And any crash data that shows where the County is hoping to reduce accidents? I'm curious to see how many accidents occur with people trying to turn left into Big 10 Party Store, the barn complex, or the complex with Doc's Auto vs the six-lane stretch that wouldn't be reduced where Taco Bell/McDonald's/Marathon are.

I think the proposal makes sense from Alaiedon Rd to Dobie Rd, as that would add a left-turn lane for people lining up to turn into Hiawatha Elementary. I know from experience how backed up it gets when dropping kids off in the morning, although I do worry that the reduction of a westbound lane would make it very, very difficult for people to turn left out of Hiawatha (on Summergate Ln) onto eastbound Jolly. Just thinking about the behaviors I've seen from drivers there over the past five years of having kids at Hiawatha, I think that this would likely cause some issues. Are there any plans to add a traffic light at this intersection? Even if it were a flashing yellow at all times except 7:30-9:00 a.m. and 3:30-4:30 p.m., that would likely alleviate any such issues.

Thanks,
Justin



Ingham County Road Department

January 8 at 3:12 PM



Public Hearing for Proposed Conversion of Jolly Road from 4 to 3 LaneS With Center Left Turn Lane Hagadorn to Dobie Roads, Meridian and Alaiedon Townships:

The Ingham County Road Department, ICRD, is planning a milling and resurfacing project in 2020 on Jolly Road, Hagadorn Road to west of Okemos Road (Kansas Street), and east of Okemos Road (Alaiedon Parkway) to Dobie Road, on the line between Meridian and Alaiedon Townships, Ingham County.

Currently this section of Jolly Road is 4 lanes, 2 in each direction. ICRD conducted a traffic safety analysis on this section of Jolly Road that indicated converting the 4 lanes to 3 lanes with a center left turn lane, one through lane in each direction, and paved shoulders/non-motorized lanes on each side would significantly reduce left turn and other types of crashes that currently occur, without significant loss to through traffic capacity, based on experience with similar road conversions. The configuration of the intersections of Jolly Road at Hagadorn Road, Okemos Road, and Alaiedon Parkway would remain unchanged.

Two Public Hearings to receive public input on the proposed project will be held at the following two locations, dates, and times:

8:00 P.M., Monday, January 13, 2020, at Alaiedon Township Hall, 2021 W. Holt Road, Mason, MI 48854.

6:00 P.M., Thursday, January 23, 2020 at Meridian Township Central Fire Station, 5000 Okemos Road, Okemos, MI, 48864.

The meeting facilities are accessible as required by the Americans with Disabilities Act (ADA). Ingham County will provide necessary reasonable aids and services to accommodate non-English speaking persons and/or persons with disabilities upon five (5) working days notice to the Ingham County Road Department.

4,891
People Reached

619
Engagements

Boost Post



18 Comments 15 Shares

Like

Comment

Share



Ingham County Road Department Please see the following additional information and updates on the proposed Jolly Road project :

As indicated in ICRD's initial post, there would be no changes to the Hagadorn/Jolly and Okemos/Jolly intersections including the 5 lane section of Jolly Road from Kansas Street (west of Okemos Road) to Alaiedon Parkway (east of Okemos Road).

The proposed plan has been updated to include keeping Jolly Road's outer westbound lane between Okemos Road and Hagadorn Road but marking this lane for right turns only at Hulett Road and at the Okemos High School Driveway. Jolly Road's outer westbound lane is already marked for right turns only onto northbound Hagadorn Road. Jolly Road's outer westbound lane is mostly used for heavy right turn traffic at Hulett Road, Okemos High School and at Hagadorn Road, especially during peak traffic periods.

Thus Jolly Road will remain 4 lanes between Hagadorn and Okemos Roads, but would have the lanes redesignated to how they are most often being used, especially in peak traffic periods for improved safety and efficiency.

The plan has also been updated to include a westbound right turn lane into Summergate Drive at the Hiawatha Elementary School between Okemos and Dobie Roads.

With the proposed continuous center left turn lane and with left turn signals to be added at the both the Jolly/Hulett and Jolly/Hagadorn intersections, crashes will be reduced and traffic will become much safer and more efficient on Jolly Road.

Please also note the through traffic volumes in each direction on Jolly Road between the main intersections during daily peak traffic hours are less than half the traffic capacity of a single through lane for each direction. Furthermore the current inner lanes are often stopped for left turn traffic which would move into the center turn lane with the proposed plan. Thus little to no impact on through traffic flow is expected, while significantly reducing the chances of left turn and lane change related crashes.

Like Reply 1m

Karen Voisinet Fraser I suspect that the county will do what they have planned. Public hearings are merely a checklist in the project plan. I would urge people to attend but I doubt there will be much impact. This is definitely a bad plan. Traffic will be totally stopped in front of the high school, back ups are already a problem there. Traffic is backed up east and west of Okemos in both mornings and late afternoon. This plan will simply back traffic up further. Bad plan.

Like Reply Message 3d



Jan Casey Westbound Jolly east of Hulett between 7:20 - 7:40 am on school days will back up due to traffic stuck on Hulett waiting to turn into high school student lot / drop-off. This already backs up onto the right lane of Jolly, but eliminating the 2nd lane will mean no cars will be able to continue on Jolly. Other than that, I like the idea of a turn lane. Unless the new turn lane will just become another place for drivers to turn ONTO Jolly and create a head-on collision opportunity, then I'd prefer it not be added.

Like Reply Message 2w



Robin Sterns One huge concern I would have is with the dealerships and medical offices on the south side of the road that traffic flows will be disrupted with all of the traffic turning in and out of those facilities causing no way around those turning vehicles.

Like Reply Message 2w



Betty Lou They want to screw up some more roads, it's what they did in Holt and it's awful. Take what ever Road I can find not to go though Holt.

Like Reply Message 2w



Brad Pierce I could tell you first hand, from a homeowner that lives on Holt Rd, where they did this same thing it doesn't work! It prevents accidents only because traffic is literally at a crawl.

Like Reply Message 2w



Greg Miller You are absolutely insane! Only thing that will accomplish is traffic backups and more accidents! Just like holt road.

Like Reply Message 2w



Nick VanElls Sounds like it's time to vote a new commissioner in the next election. Ingham county roads are terrible.

Like Reply Message 2w



...



Linda Case LeCureux Traffic will be huge. This will cause many backups in front of dealership and medical offices in south side. Traffic is already heavy in that area. Why make it worse and more congested. I predict many accidents.

Like Reply Message 2w



Nick VanElls What is the benefit? Why intentionally bottle neck traffic? Holt road and cedar street in holt are a prime example of why not to do it.

Like Reply Message 2w



Arleen Covell They'll get the same Engineers that design Columbia Bridge that did not work out 🤔🤔🤔🤔

Like Reply Message 2w



Dee Bader Please, no roundabouts!

Like Reply Message 2w



Brent Wood Fix Hagadorn 1st. I drove it everyday Terrible

Like Reply Message 2w



Beanie Drakey I don't like the idea. If my vote counts 🙏🙏

Like Reply Message 2w



Steve Goodwin We the taxpayers paid to have that road built to it's current size and it needs to be maintained. Just because the county sees a chance to not have to maintain a little roadway is not acceptable to us



Yah no shi reducing the traffic capacity will reduce crashes and then everyone can be redicted to a one-lane creating more enraged drivers. stupid idea. Cedar street between holt and aurelius is garbage now but at least when you stuck behind some fossil doing 19mph you have some damn gardens to look at.



To: Township Board

From: Mark Kieselbach, Director of Community Planning and Development
Peter Menser, Principal Planner

Date: February 13, 2020

Re: Special Use Permit #19151 (Haslett Gallery, Inc.)

Haslett Gallery, Inc. has requested special use permit (SUP) approval to establish a 1,510 square foot commercial medical marihuana provisioning center in an existing 16,729 square foot multi-tenant building located at 2119 Haslett Road. The 1.93 acre project site is zoned C-1 (Commercial).

The Planning Commission held a public hearing on the proposal at its meeting on January 13, 2020 and on January 27, 2020 voted to recommend approval, citing the following reasons for their decision:

- The subject site is located entirely within Overlay Area 2 and is appropriately zoned C-1 (Commercial), which allows commercial medical marihuana provisioning centers by special use permit.
- The proposed commercial medical marihuana provisioning center meets the required setbacks from any public or private K-12 school, church, place of worship or other religious facility, library, preschool, or child care center established in Section 40-31 of the Code of Ordinances.
- The proposed commercial medical marihuana provisioning center will not adversely affect adjacent land uses or the health, safety, and general welfare of the community.
- The proposed project is consistent with the general standards for granting a special use permit found in Section 86-126 of the Code of Ordinances.

Staff memorandums outlining the SUP request and minutes from the Planning Commission meetings at which the request was discussed are attached for the Board's review.

Township Board Options

The Township Board may approve or deny the proposed special use permit proposal. If the Board amends the proposal, the request may be referred back to the Planning Commission for a recommendation. A resolution will be provided at a future meeting.

**Special Use Permit #19151 (Haslett Gallery, Inc.)
Township Board (February 18, 2020)
Page 2**

Attachments

1. Staff memorandums dated January 10, 2020 and January 23, 2020 with attachments.
2. Resolution recommending approval.
3. Planning Commission minutes dated January 13, 2020 (public hearing) and January 27, 2020 (decision).
4. Communication.

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To: Planning Commission

From: Peter Menser, Principal Planner
Mackenzie Dean, Assistant Planner

Date: January 10, 2020

Re: Special Use Permit #19151 (Haslett Gallery, Inc.), establish a commercial medical marihuana provisioning center in an existing shopping center located at 2119 Haslett Road.

Haslett Gallery, Inc. has applied for a special use permit (SUP) to establish a commercial medical marihuana provisioning center in an existing shopping center located at 2119 Haslett Road. As proposed the provisioning center would occupy a 1,510 tenant space that is currently vacant. The 1.93 acre project site is zoned C-1 (Commercial). The site is currently developed with a 16,729 square foot multi-tenant building identified as North Meridian Plaza, the first phase of which was built in 1990. Other tenants in the shopping center include Anytime Fitness, Encore Salon, Vivian Nails & Spa, ATA Martial Arts, and Custom Quilts & Sewing. The applicant is not proposing to make any changes to the existing shopping center to facilitate the proposed provisioning center.

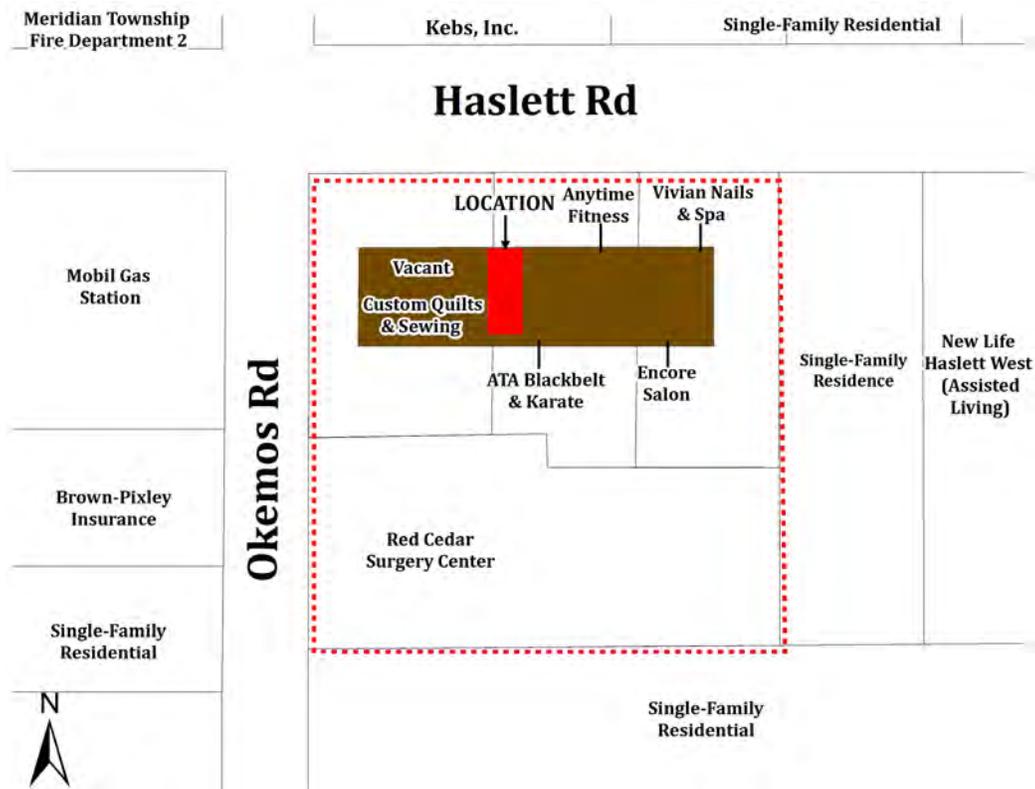
A provisioning center, also referred to a dispensary, is a facility where marihuana, or products derived from marihuana, is sold to registered medical marihuana patients or primary caregivers in accordance with the Michigan Medical Marihuana Act that was approved in 2008. A provisioning center license obtained from the State of Michigan, Department of Licensing and Regulatory Affairs (LARA), authorizes the holder to purchase or transfer marihuana only from growers and processors and to sell or transfer marihuana only to registered qualifying patients or registered primary caregivers. Under current State law consumption or use of marihuana or marihuana products at a provisioning center is prohibited. Provisioning centers are also prohibited from selling or allowing the consumption or use of alcohol or tobacco products on their premises, and from allowing a physician to conduct examinations and issue medical certifications for the purpose of obtaining a registry identification card.

Background

At its meeting on May 21, 2019 the Township Board adopted both zoning and non-zoning ordinances allowing commercial medical marihuana facilities in designated areas in the Township. The non-zoning ordinance established the application process, the facility types allowed, the number of permits, and the general operational standards for the different types of commercial facilities, which include growers, processors, secure transporters, provisioning centers, and safety compliance facilities. The zoning ordinance established seven designated areas in the Township where commercial medical marihuana facilities are permitted and identified the zoning districts in which each of the five types of commercial medical marihuana facilities can locate, as identified in the table on the following page.

<i>Facility type</i>	<i>Zoning District(s) allowed</i>	<i>Overlay Area(s) allowed</i>
Grower	I (Industrial)	1, 4, 6
Processor	I (Industrial)	1, 4, 6
Provisioning Center	I (Industrial), C-1, C-2, C-3 (Commercial), and RP (Research and Office Park)	1, 2, 3, 4, 5, 6, 7
Safety Compliance Facility	I (Industrial), C-1, C-2, C-3 (Commercial), and RP (Research and Office Park)	1, 2, 3, 5, 6, 7
Secure Transporter	I (Industrial), C-1, C-2, C-3 (Commercial), and RP (Research and Office Park)	1, 2, 3, 5, 6, 7

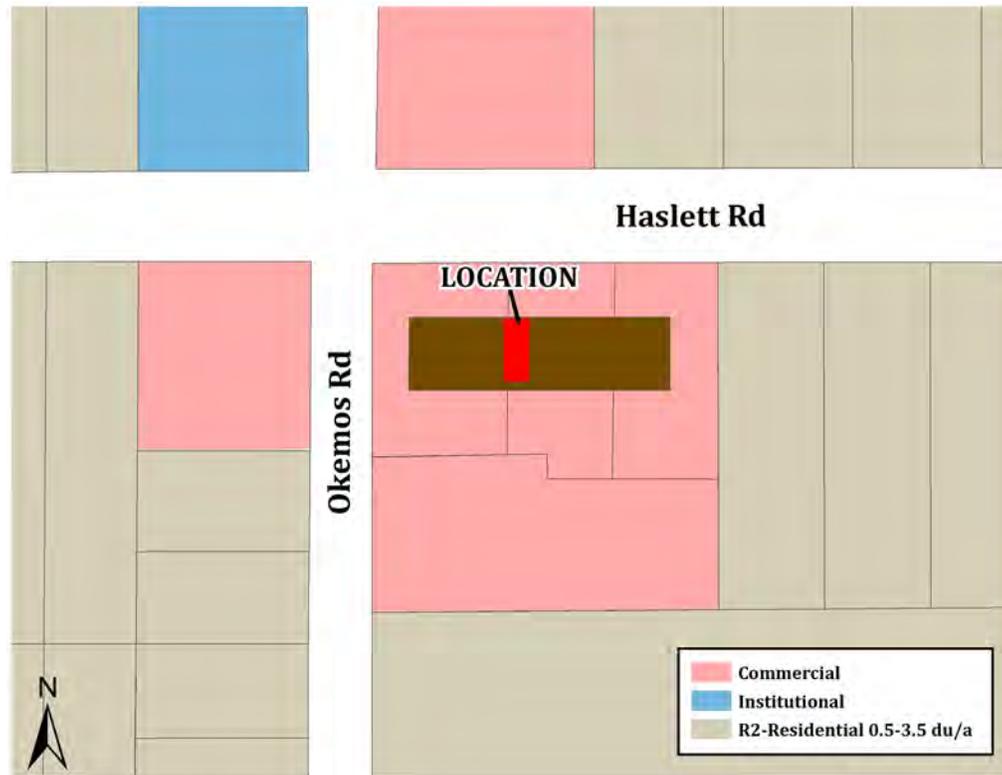
LOCATION MAP



Master Plan

The Future Land Use Map from the 2017 Master Plan designates the subject site in the Commercial category.

FUTURE LAND USE MAP

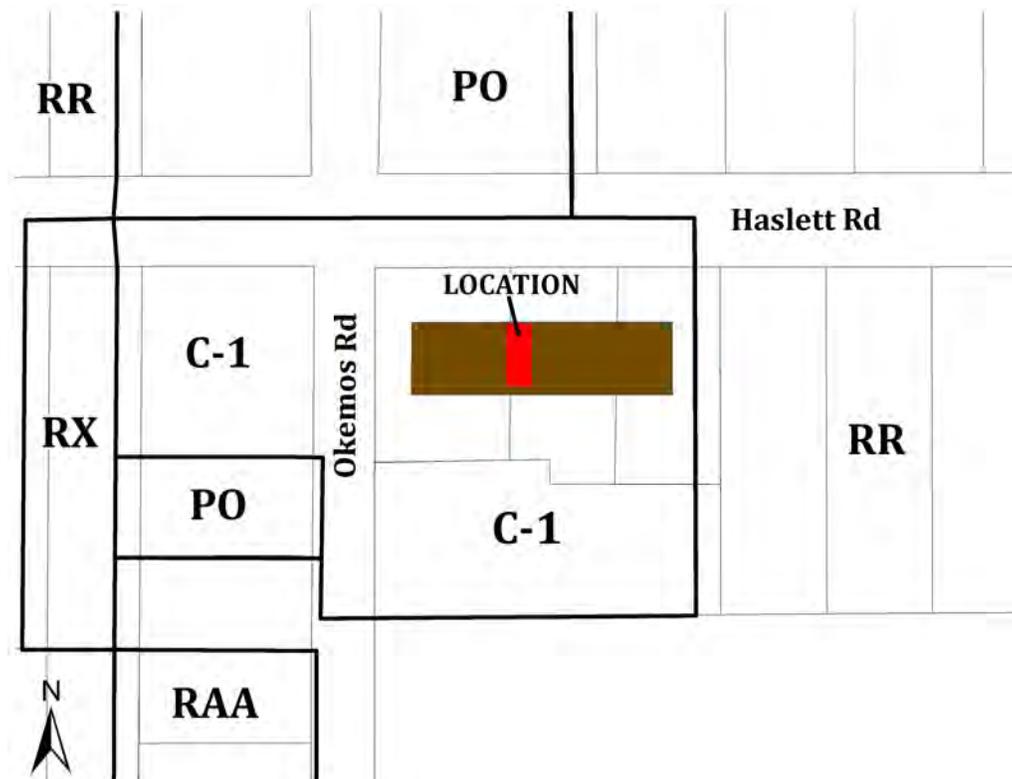


Zoning

The proposed project is located in the C-1 (Commercial) zoning district. A provisioning center is permitted in the C-1, C-2, C-3 (Commercial), I (Industrial), and RP (Research and Office Park) zoning districts subject to approval of a special use permit reviewed by the Planning Commission and approved by the Township Board.

The C-1 district requires a minimum of 50 feet of lot frontage and 4,000 square feet of lot area. The shopping center parcel property is 1.93 acres in size (83,804 square feet) and has 262 feet of frontage along Haslett Road and 209.5 feet of frontage along Okemos Road.

ZONING MAP



Physical Features

The site is currently developed with a 16,729 square foot multi-tenant shopping center identified as North Meridian Plaza. Two commercial buildings are located on the property, a 16,729 square foot multi-tenant commercial building constructed in phases beginning in 1990 and a freestanding 8,400 square foot commercial building with tenants Red Cedar Surgery and NovaCare Rehabilitation located to the south that was constructed in 2000.

The Flood Insurance Rate Map (FIRM) for Meridian Township indicates the property is not located in a floodplain and wetlands are not present on the site. The Township Greenspace Plan shows no special designation on the site.

Streets and Traffic

The approximate 1.92 acre site is located on the east side of Okemos Road, south of Haslett Road. Access to the site is provided from two driveways, one from Haslett Road and one from Okemos Road. A seven foot wide pathway is installed along both the Haslett Road and Okemos Road frontage. Both Okemos Road and Haslett Road are four-lane roads with curb and gutter that are classified as a Principal Arterial in the Street Setbacks and Service Drive map in Section 86-367 of the Code of Ordinances.

The most recent (2018) traffic count information from the Michigan Department of Transportation (MDOT) showed a total of 11,459 two-way vehicle trips in a 24 hour period on Okemos Road between Haslett Road and Raby Road. The most recent (2018) traffic count information from MDOT for Haslett Road showed a total of 17,471 two-way vehicle trips in a 24 hour period on Haslett Road, west of Okemos Road.

The applicant submitted a traffic generation comparison prepared by Traffic Engineering Associates, Inc. dated November 21, 2019 that provides information on traffic generated by the proposed project. The following table summarizes findings from the submitted trip generation analysis:

Description	Size	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	
Marijuana Dispensary, Land Use Code 882	1,510 sq. ft.	9	7	16	16	17	33	382

The zoning ordinance requires a traffic assessment for new special uses or an expansion or change of an existing special use where an increase in intensity would generate between 50 to 99 directional trips during a peak hour of traffic. A traffic impact study is required for new special uses which would generate over 100 directional trips during morning and afternoon peak hours of traffic, or over 750 trips on an average day. Based on the information in the trip generation analysis neither a traffic assessment nor traffic impact study is required for the project.

Parking

The Township Code of Ordinances requires two parking spaces for each dwelling unit and five (minimum) to 5.5 (maximum) parking spaces per 1,000 square feet of gross floor area for commercial centers and shopping malls having a gross floor area less than 25,000 square feet. The 16,729 square feet shopping requires a minimum of 83 parking spaces and a maximum of 92 parking spaces. The shopping center currently has a total of 87 parking spaces, a portion of which the applicant intends to utilize.

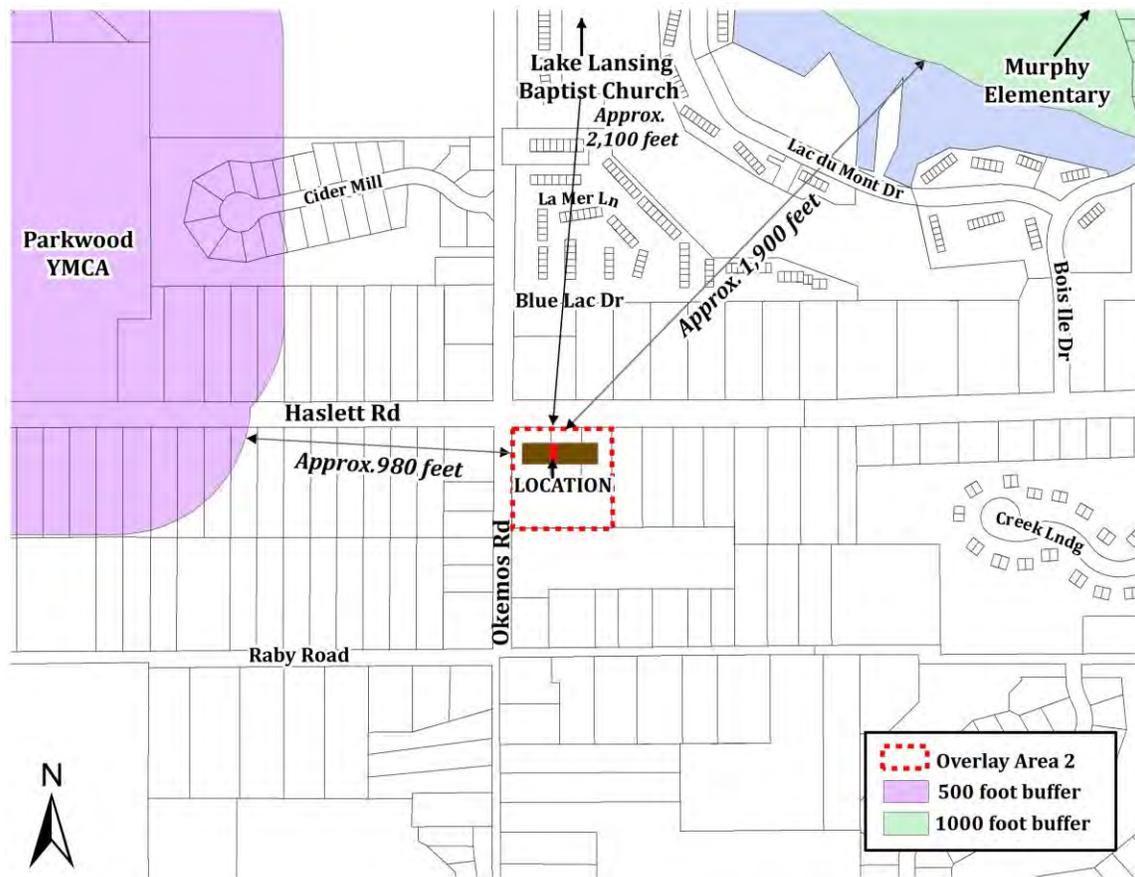
Staff Analysis

Haslett Gallery, Inc. has requested special use permit approval to occupy a currently vacant tenant space in the North Meridian Plaza shopping center at 2119 Haslett Road to operate a commercial medical marijuana provisioning center. For commercial medical marijuana facilities the Planning Commission makes a recommendation on the request and the Township Board makes the final decision. The special use permit review criteria found in Section 86-126 of the Code of Ordinances should be used when evaluating the proposed special use permit.

Required Spacing

The non-zoning ordinance adopted by the Township Board requires commercial medical marihuana facilities to be located one-thousand (1,000) feet from any public or private K-12 school, five hundred (500) feet from any church, place of worship or other religious facility, and five hundred (500) feet from any library, preschool, or child care center. The minimum distance between uses is measured horizontally between the nearest property lines. The map on the following page shows the 500 and 1,000 foot buffers near the proposed provisioning center. The closest facility to the proposed provisioning center is Parkwood YMCA which is a gym and community center that also licensed for child care. Parkwood YMCA is located at 2306 Haslett Road which is approximately 1,600 feet away from the proposed provisioning center.

SETBACKS MAP



Commercial Medical Marihuana Facility Permit Application

Applicants for a commercial medical marihuana facility must go through various steps in order to establish a facility within Meridian Township, including securing local and state approval. The local process begins with the initial application for a Commercial Medical Marihuana Facility Permit. To be eligible for a permit the applicant was required to submit a non-refundable \$5,000 dollar application fee and address at least two of the following three requirements: (1) an official statement issued by the Department of Licensing and Regulatory Affairs (LARA) indicating that the applicant has completed state prequalification for a license, (2) proof that the applicant or owners of at least 75% of the applicant are current Township residents and were residents for at least twelve months prior to filing the application, (3) signing of a certification restricting the transfer of the permit for a period of not less than 30 months after issuance. The applications were reviewed internally by Township staff and the Township Attorney. Other important aspects of the permit application process included submittal of documents addressing the organizational structure of the applicant, passing background checks, submitting a security plan for the facility, addressing waste disposal, providing details on staffing, and submitting information on product vendors and transporters. Once the facility application is deemed complete, the applicant receives conditional approval from the Director of Community Planning and Development. In this initial application period the Township did received only applications for provisioning centers.

Lottery

If multiple applications are received for an overlay area a lottery is held to establish the order applicants can apply for a special use permit. If a conditionally approved applicant fails to submit a SUP application within the required 60 day period after the lottery then the applicant's conditional approval is revoked and the next applicant drawn in the lottery receives an opportunity to submit a SUP application. In the case of the current request, Haslett Gallery, Inc. was the only conditionally approved applicant in Overlay Area 2, so a lottery was not required.

State Review and Next Steps

SUP approval must be granted by the Township Board before an application can move forward to the final steps of approval for a Commercial Medical Marihuana Facility Permit. Before operations may begin at the facility the applicant must be granted a permit by the Director of Community Planning and Development and receive final approval from the State of Michigan by completing the License Qualification and Final Approval steps of the state application process. Only when the facility has been inspected and the Township has confirmed all applicable State approvals will a Commercial Medical Marihuana Facility Permit be issued and the facility allowed to open. The commercial medical marihuana facility permit is issued for a period of one year.

Special Use Permit #19151 (Haslett Gallery, Inc.)

Planning Commission (January 13, 2020)

Page 8

Renewal

After one year, the applicant must submit an application to renew the Commercial Medical Marihuana Facility Permit. A \$5,000 renewal fee is required at the time of application. Each year, any pending applications for renewal or amendment of valid, unexpired permits are reviewed and granted or denied before applications for new permits are considered. If a renewal is denied or licensure is not granted the permit shall be forfeited and the Director may accept new applicants in the next application period. If the applicant maintains a valid State license and remains in good standing with both the State and Township a renewal will be granted for another one year period.

Planning Commission Options

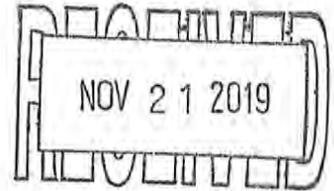
The Planning Commission may recommend approval, approval with conditions, or denial of the proposed special use permit. A resolution will be provided at a future meeting.

Attachments

1. Special use permit application and attachments.
2. Site plan prepared by LSG Engineers & Surveyors dated August 11, 2017 (revision date November 15, 2019) and received by the Township on November 21, 2019.
3. Trip Generation Comparison prepared by Traffic Engineering Associates, Inc. dated November 21, 2019 and received by the Township on November 21, 2019.
4. Medical Marihuana Overlay Area Map dated May 16, 2019.

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CHARTER TOWNSHIP OF MERIDIAN
DEPARTMENT OF COMMUNITY PLANNING AND DEVELOPMENT
5151 MARSH ROAD, OKEMOS, MI 48864
PLANNING DIVISION PHONE: (517) 853-4560, FAX: (517) 853-4095



SPECIAL USE PERMIT APPLICATION

Before submitting this application for review, an applicant may meet with the Director of Community Planning and Development to discuss the requirements for a special use permit and/or submit a conceptual plan for review to have preliminary technical deficiencies addressed prior to submittal of the application. If the property or land use is located in the following zoning districts RD, RC, RCC, RN then the applicant must meet with the Planning Director to discuss technical difficulties before filing a formal application.

Part I

- A. Applicant Haslett Gallery Inc.
 Address of Applicant 106 N. Fourth Ave. Ste. 302 Ann Arbor, MI 48104
 Telephone - Work 734.474.5881 Home _____ Fax _____ Email james@arborholdings.com
 Interest in property (circle one): Owner _____ Tenant _____ Option _____ Other _____
 (Please attach a list of all persons with an ownership interest in the property.)
- B. Site address / location / parcel number 2119A Haslett Rd. Haslett, MI 48840
 Legal description (please attach if necessary) Please see Attached Site Plan - Attachment A
 Current zoning C-1 Commercial
 Use for which permit is requested / project name Medical Marhuana Provisioning Center
 Corresponding ordinance number Charter Township Of Meridian, Code of Ordiances, Chapter 40
- C. Developer (if different than applicant) N/A
 Address _____
 Telephone - Work _____ Home _____ Fax _____
- D. Architect, Engineer Planner or Surveyor responsible for design of project if different from applicant:
 Name LSG Engineers & Surveyors, INC.
 Address 3135 Pine Tree Road, Suite D, Lansing MI 48911
 Telephone - Work 517.393.2902 Home _____ Fax 517.393.2608
- E. Acreage of all parcels in the project: Gross 1.92 Net 1.92
- F. Explain the project and development phases: This project encompasses doing a slight renovation on a current 1,510 sq ft suite located in the 16,617 sq ft building in order to open a licensed medical marihuana provisioning center.
- G. Total number of: The answers to G and H encompass the entire building and site
 Existing: structures 1 bedrooms 0 offices 7 parking spaces 87 carports 0 garages 0
 Proposed: structures 0 bedrooms 0 offices 0 parking spaces 0 carports 0 garages 0
- H. Square footage: existing buildings 16,617 proposed buildings 0
 Usable Floor area: existing buildings 16,617 proposed buildings N/A
- I. If employees will work on the site, state the number of full time and part time employees working per shift and hours of operation: Please see Attached Employment chart - Attachment B
- J. Existing Recreation: Type N/A Acreage 0
 Proposed Recreation: Type N/A Acreage 0
 Existing Open Space: Type Green Area Acreage .36
 Proposed Open Space: Type N/A Acreage 0

- M. Any other information specified by the Director of Community Planning and Development which is deemed necessary to evaluate the application.
- N. In addition to the above requirements, for zoning districts, **RD, RC, RCC, RN, and CV** and **Group Housing Residential Developments** the following is required:
1. Existing and proposed contours of the property at two foot intervals based on United States Geological Survey (USGS) data.
 2. Preliminary engineering reports in accordance with the adopted Township water and sewer standards, together with a letter of review from the Township Engineer.
 3. Ten copies of a report on the intent and scope of the project including, but not limited to: Number, size, volume, and dimensions of buildings; number and size of living units; basis of calculations of floor area and density and required parking; number, size, and type of parking spaces; architectural sketches of proposed buildings.
 4. Seven copies of the project plans which the Township shall submit to local agencies for review and comments.
- O. In addition to the above requirements, a special use application in zoning district **RP** requires the following material as part of the site plan:
1. A description of the operations proposed in sufficient detail to indicate the effects of those operations in producing traffic congestion, noise, glare, air pollution, water pollution, fire hazards or safety hazards or the emission of any potentially harmful or obnoxious matter or radiation.
 2. Engineering and architectural plans for the treatment and disposal of sewerage and industrial waste tailings, or unusable by-products.
 3. Engineering and architectural plans for the handling of any excessive traffic congestion, noise, glare, air pollution, or the emission of any potentially harmful or obnoxious matter or radiation.
- P. In addition to the above requirements, a special use application for a use in the Floodway Fringe of zoning district **CV** requires the following:
1. A letter of approval from the State Department of Environmental Quality.
 2. A location map including existing topographic data at two-foot interval contours at a scale of one inch representing 100 feet.
 3. A map showing proposed grading and drainage plans including the location of all public drainage easements, the limits, extent, and elevations of the proposed fill, excavation, and occupation.
 4. A statement from the County Drain Commissioner, County Health Department, and Director of Public Works and Engineering indicating that they have reviewed and approved the proposal.
- Q. In addition to the above requirements, a special use application for a use in the Groundwater Recharge area or zoning district **CV** requires the following:
1. A location map including existing topographic data at two-foot interval contours.
 2. A map showing proposed grading and drainage plans including the location of all public drainage easements, the limits and extent of the proposed fill, excavation, and occupation.
 3. A statement from the County Drain Commissioner, County Health Department, and Director of Public Works and Engineering indicating that they have reviewed and approved the proposal.
- R. In addition to the above requirements, the Township Code of Ordinances, Article VI, should be reviewed for the following special uses: group housing residential developments, mobile home parks, nonresidential structures and uses in residential districts, planned community and regional shopping center developments, sand or gravel pits and quarries, sod farms, junk yards, sewage treatment and disposal installations, camps and clubs for outdoor sports and buildings greater than 25,000 square feet in gross floor area.

Part II

SUP REQUEST STANDARDS

PLEASE see Attachment G

PLEASE see Attachment G Township Code of Ordinances, Section 86-126

Applications for Special Land Uses will be reviewed with the standards stated below. An application that complies with the standards stated in the Township Ordinance, conditions imposed pursuant to the Ordinance, other applicable Ordinances, and State and Federal statutes will be approved. Your responses to the questions below will assist the Planning Commission in its review of your application.

- (1) The project is consistent with the intent and purposes of this chapter.
- (2) The project is consistent with applicable land use policies contained in the Township's Master Plan of current adoption.
- (3) The project is designed, constructed, operated, and maintained so as to be harmonious and appropriate in appearance with the existing or intended character of the general vicinity and that such a use will not change the essential character of the same area.
- (4) The project will not adversely affect or be hazardous to existing neighboring uses.
- (5) The project will not be detrimental to the economic welfare of surrounding properties or the community.
- (6) The project is adequately served by public facilities, such as existing roads, schools, stormwater drainage, public safety, public transportation, and public recreation, or that the persons or agencies responsible for the establishment of the proposed use shall be able to provide any such service.
- (7) The project is adequately served by public sanitation facilities if so designed. If on-site sanitation facilities for sewage disposal, potable water supply, and storm water are proposed, they shall be properly designed and capable of handling the longterm needs of the proposed project.
- (8) The project will not involve uses, activities, processes, materials, and equipment and conditions of operation that will be detrimental to any persons, property, or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare, or odors.
- (9) The project will not directly or indirectly have a substantial adverse impact on the natural resources of the Township, including, but not limited to, prime agricultural soils, water recharge areas, lakes, rivers, streams, major forests, wetlands, and wildlife areas.

Part III

I (we) hereby grant permission for members of the Charter Township of Meridian's Boards and/or Commissions, Township staff member(s) and the Township's representatives or experts the right to enter onto the above described property (or as described in the attached information) in my (our) absence for the purpose of gathering information including but not limited to the taking and the use of photographs.

Yes No (Please check one)

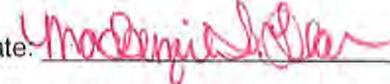
By the signature(s) attached hereto, I (we) certify that the information provided within this application and accompanying documentation is, to the best of my (our) knowledge, true and accurate

Signature of Applicant 

Date 11/21/19

Type/Print Name James Daly

Fee: \$500.00

Received by/Date:  11/21/19

Attachment B – Employment and Hours of Operation

Employment

Due to our currently operating provisioning center, HG has a comprehensive understanding of staffing needs at this location. The table below shows average daily staffing along with total staff anticipated. HG will not be working in shifts, however staffing needs will be different depending on the time of day. Finally, HG anticipates hiring full, rather than part, time employees for all positions.

Position	FTE's			Avg. Total Staff
	Avg. Daily Staffing	Morning/Afternoon Shift	Afternoon/Evening Shift	
C-Level Executives	1	0-1	0-1	2
Managers	2	1	1-2	4
Consultants	4	2	4	8
Receptionists	1.5	1	2	2
Total	8.5	5	9	16

Hours of Operation

HG will operate from 8 am to 5 pm weekdays, and limited hours on weekends.

Day of Week	Hours of Operation
Monday	9:00 am to 8:00 pm
Tuesday	9:00 am to 8:00 pm
Wednesday	9:00 am to 8:00 pm
Thursday	9:00 am to 8:00 pm
Friday	9:00 am to 8:00 pm
Saturday	9:00 am to 8:00 pm
Sunday	9:00 am to 8:00 pm

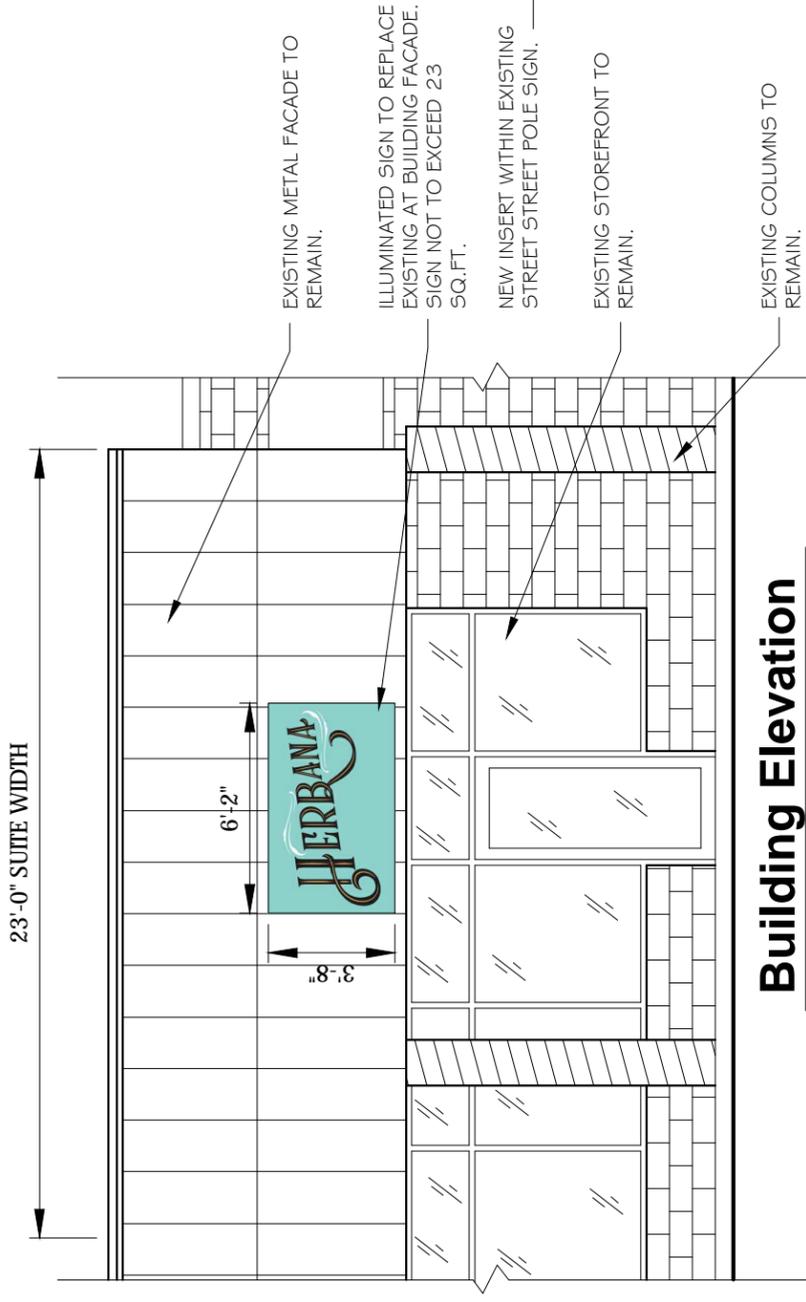
Haslett Gallery, Inc.

2119 Haslett Road., Suite 'A' - Signage



4740 Marsh Road
Okemos, Michigan 48864
Phone: (517) 349-0902
Cell: (586) 243-5945

www.tpgarch.com
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EXISTING METAL FACADE TO REMAIN.

ILLUMINATED SIGN TO REPLACE EXISTING AT BUILDING FACADE. SIGN NOT TO EXCEED 23 SQ.FT.

NEW INSERT WITHIN EXISTING STREET POLE SIGN.

EXISTING STOREFRONT TO REMAIN.

EXISTING COLUMNS TO REMAIN.

Building Elevation

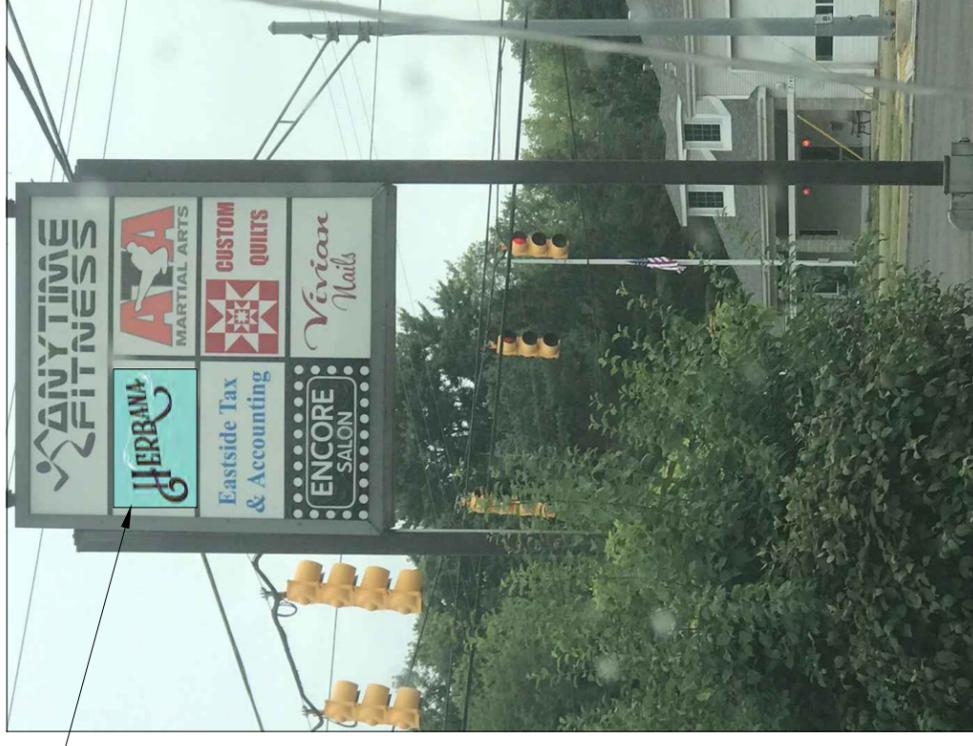
EXISTING METAL FACADE TO REMAIN.

ILLUMINATED SIGN TO REPLACE EXISTING.

EXISTING STOREFRONT TO REMAIN.

EXISTING COLUMNS TO REMAIN.

Partial Building Facade



Street Pole Sign

Haslett Gallery, Inc.

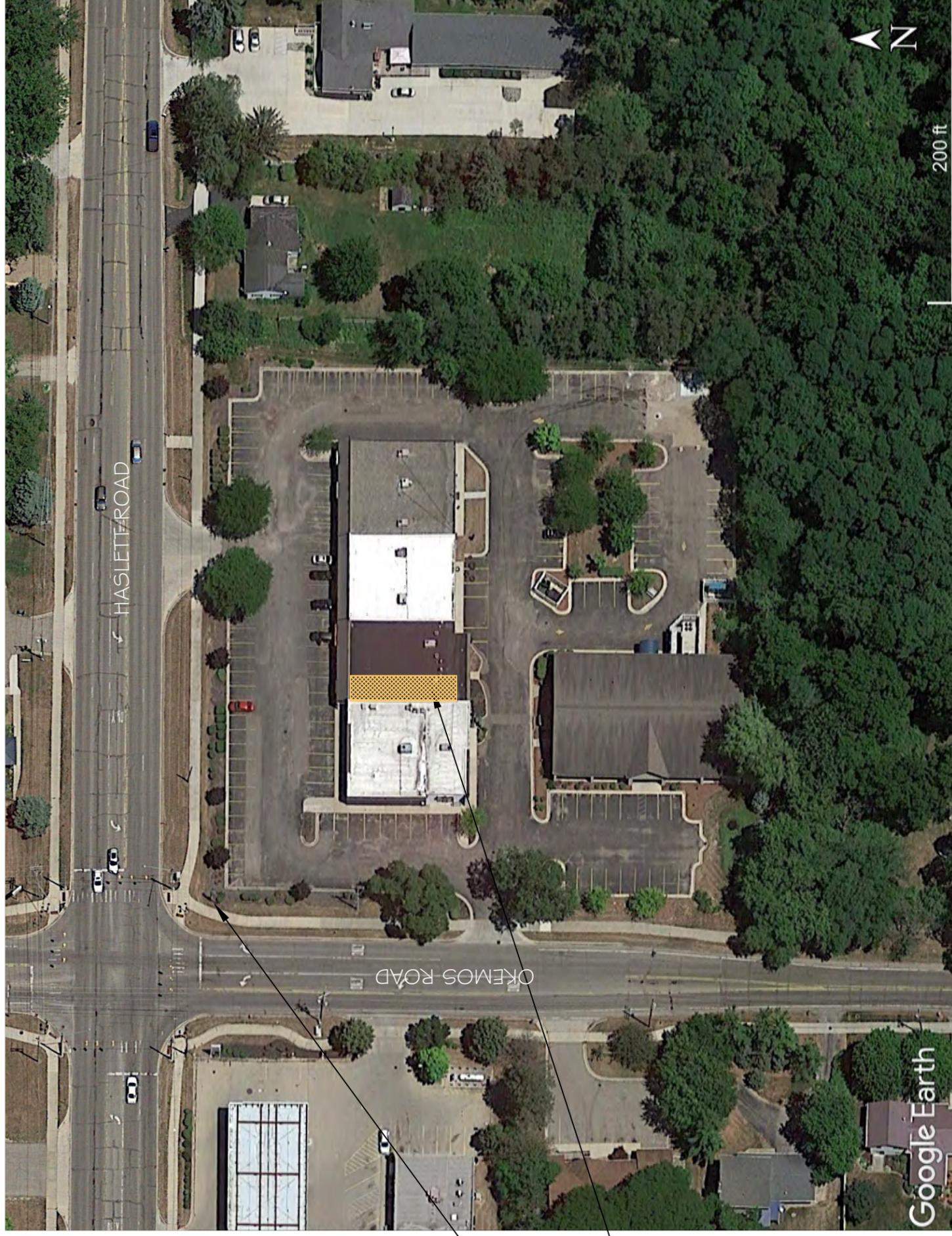
2119 Haslett Road., Suite 'A'



4740 Marsh Road
Okemos, Michigan 48864
Phone: (517) 349-0902
Cell: (586) 243-5945

www.tpgarch.com

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LOCATION OF EXISTING POLE SIGN

LOCATION OF LEASE SPACE WITHIN EXISTING
RETAIL CENTER.

SITE OVERVIEW

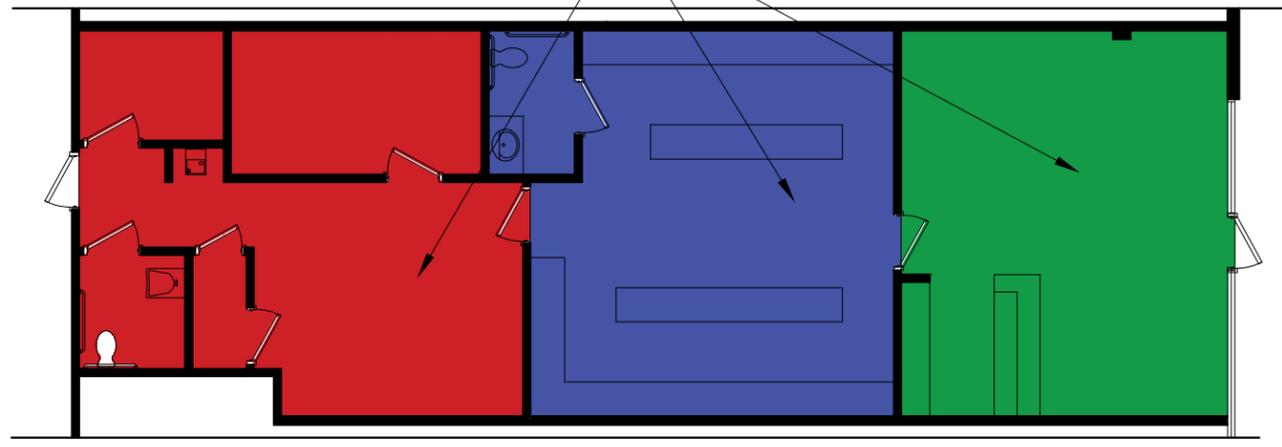
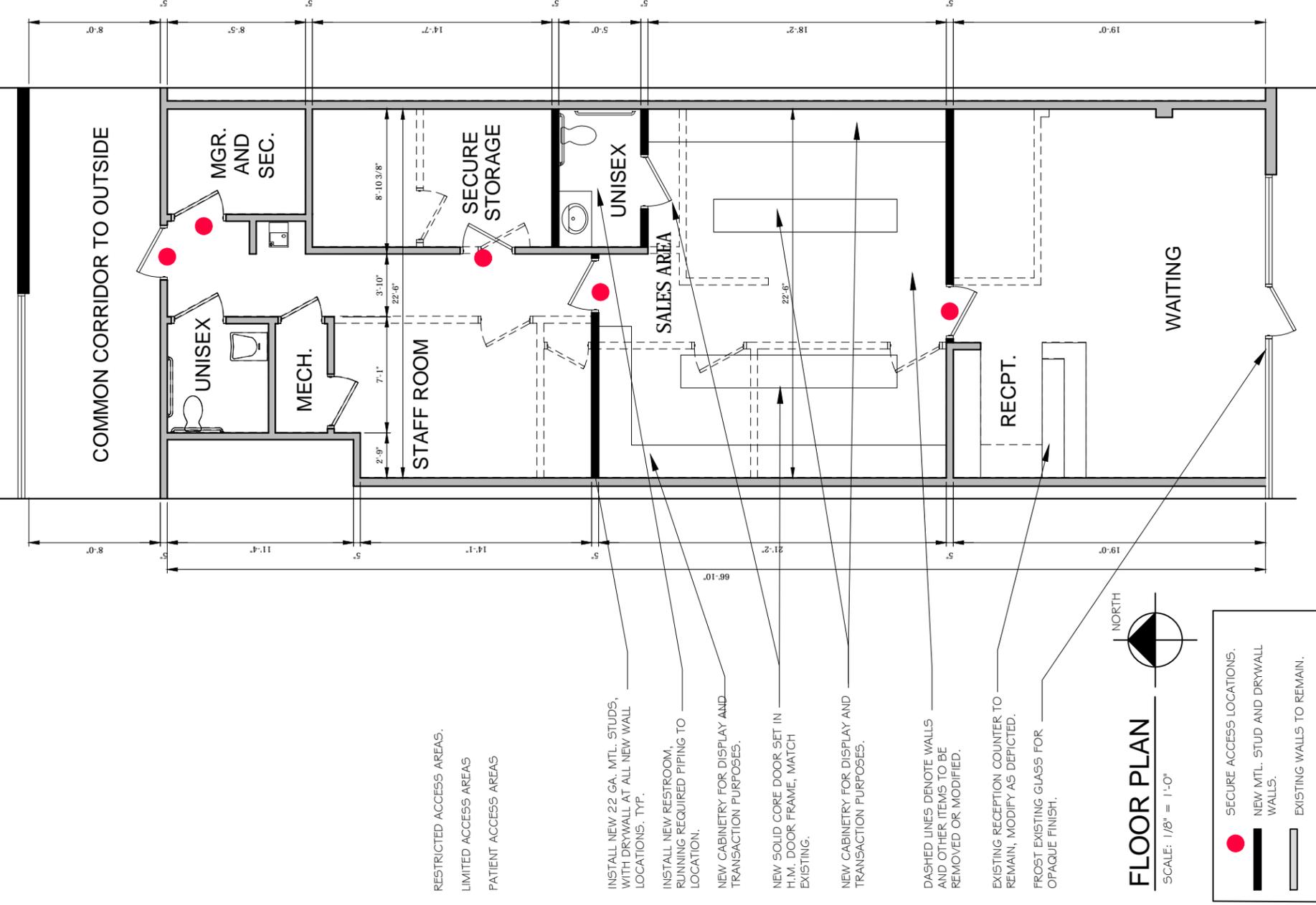
Haslett Gallery, Inc.

2119 Haslett Road., Suite 'A'



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Okemos, Michigan 48864
Phone: (517) 349-0902
Cell: (586) 243-5945

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GENERAL PROJECT DATA
 BUILDING DESCRIPTION: EXISTING LEASE SPACE WITHIN COMMERCIAL BUILDING TO BE REMODELED, NO AUTOMATIC FIRE SUPPRESSION SYSTEM.
 ZONING: C-2
 CONSTRUCTION TYPE: 5-B
 OCCUPANCY TYPE: M (MERCANTILE)
 BUILDING AREA:
 PROVISIONING CENTER (USE GROUP M)
 TOTAL LEASE SPACE AREA (INSIDE EXTERIOR WALLS PER CODE): 1,510 SQ. FT.
 TOTAL NET RENTABLE: 1,510 X 90% = 1,359 SQ. FT.
 BUILDING HEIGHT: ONE STORY AND 16'-0" +/-
 OCCUPANT LOAD: SALES - 872 / 60 = 16 PERSONS
 OTHER AREAS - 909 / 300 = 2 PERSONS
 TOTAL OCCUPANT LOAD = 18 PERSONS

Traffic Engineering Associates, Inc.

517/627-6028 FAX: 517/627-6040

PO Box 100
Saranac, Michigan 48881

Mr. James Daly
Haslett Gallery INC
106 N 4th Ave Suite 302
Ann Arbor, MI 48104

November 21, 2019

Dear Mr. Daly:

Traffic Engineering Associates, Inc. (TEA) conducted a trip generation comparison for the proposed Marijuana Dispensary which will be located at 2119 Haslett Road, Unit A, Meridian Charter Township, Ingham County, Michigan.

PROJECT DESCRIPTION

The proposed Marijuana Dispensary will be using an existing 1,510 square foot building that was previously occupied by a State Farm Insurance agent.

TRAFFIC ANALYSIS

For this analysis, trip generation rates were derived from the ITE TRIP GENERATION MANUAL (10th edition). The ITE trip generation rates for Marijuana Dispensary (Land Use Code 882) were selected as representing the proposed 1,510 square foot building. The ITE description of Marijuana Dispensary is as follows:

A marijuana dispensary is a standalone facility where cannabis is sold to patients or consumers in a legal manner.

It is projected that the proposed land use would generate 16 vehicle trips during the AM peak hour, 33 vehicle trips during the PM peak hour, and a weekday (24-hour) total of 382 vehicle trips.

Proposed Vehicle Trips

Land Use	Size	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	
Marijuana Dispensary, Land Use Code 882	1,510 Sq. ft.	9	7	16	16	17	33	382



FINDINGS

In accordance with the guidelines set forth in "Evaluating Traffic Impact Studies, A Recommended Practice for Michigan Communities," sponsored by the Tri-County Regional Planning Commission and the Michigan Department of Transportation, if a proposed site is expected to generate at least 100 directional trips during the peak hour or at least 750 trips during an average day, a traffic impact statement is required. If the traffic generated by the site is expected to be between 50 and 99 directional trips during a peak hour, a traffic impact assessment shall be required.

Using the "Evaluating Traffic Impact Studies, A Recommended Practice for Michigan Communities" guideline, neither a traffic assessment nor a traffic impact statement would be required for this development based on projected volumes.

If you have any questions, please write or call.

Sincerely,



Heather L. Zull, PE



Attachment F – Natural Features Assessment

7a. There will be no changes to the natural features on the parcel. Due to this circumstance this question is not applicable to this application. Natural features are also included on the site plan

7b. There will be no changes to the natural features on the parcel and therefore there will be no impacts on the natural features.

7c. There will be no changes to the natural features on the parcel and no mitigation will need to take place to shield the natural features

Attachment G – SUP Request Standards

1. A provisioning center at the proposed location aligns with the intent and purposes of Meridian Township Code of Ordinances Chapter 86. Among the Chapter 86 listed and applicable purposes to this project are fostering "harmonious relationships among land uses" , and promote stability of the townships commercial areas; this project does both. The project is a consumer facing business which anticipates interactions with customers can take around 10 minutes, similar to those interaction times that are taking place at other nearby businesses including salons, professional services, and targeted retail establishments. This project is the exact same type of land use as the current retailers in this area and its addition will promote stability in the area by adding an anchor type consumer serving business to the corner mall. Finally, the planning commission and township board have endorsed the location by including this parcel as part of the medical marihuana overlay district.
2. The project is consistent with the Meridian Master Plan. The project is in a commercially zoned parcel of a Mixed-Use Core Area with multiple types of available transportation. It promotes pedestrian use a it is situated on the Haslett Road bike lane (road diets) portion with an existing pedestrian pathway. There is also public transit located on the adjacent roadway. This project, along with the surrounding businesses, is accessible by foot and vehicular traffic, which will help create a small community of consumer facing businesses for the nearby residents of the municipality.
3. This will have no change on the existing or intended character of the general vicinity because the project contains minimal changes to the parcel's currently constructed building. It is appropriate to conclude that the area's essential character will remain unchanged.
4. The project will compliment existing neighboring uses. The project includes a small consumer facing business consistent with those types of organizations in the immediate vicinity. The project also includes a robust surveillance system addressing the interior and exterior of the project. The addition of exterior surveillance cameras results in additional security for surrounding organizations and a potential resource for local authorities. Finally, the project also includes odor mitigation elements to make sure there is no potential nuisance to the surrounding neighbors. *See Legalizing Marijuana Could Give Michigan Home Values A Boost, available at <https://www.forbes.com/sites/aiyyale/2018/12/06/legalizing-marijuana-could-give-michigan-home-values-a-boost/#17ac9d5140e4> and Contact High: The External Effects of Retail Marijuna Establishments on House Prices, available at: https://papers.ssrn.com/sol3/papers.cfm?abstract_id=2885017*
5. This project will likely increase the economic welfare of the surrounding properties and community. They type of project contemplated for this parcel has been shown to

increase property prices of neighboring and closely situated parcels. Additionally, the existence of a type of business that has never been in the current property will increase adjacent business opportunities for new customers that would not ordinarily visit the area.

6. The public facilities adequately serve the current buildings on the parcel as there is little to no change in the intensity of the use. There is little to no-change in the building presented in the project and therefore the building will continue to be adequately served by the public facilities.
7. The public sanitation facilities adequately serve the current buildings on the parcel. There is little to no-change in the parcel presented in the project and therefore the parcel will continue to be adequately served by the public sanitation facilities.
8. This project will not affect the general welfare of those individuals and entities close to, or adjacent, to the proposed facility. There is currently no, and due to the lack of changes there will not be, any uses, activities, processes, materials, and equipment or conditions of the operation. Specifically, there will be no packaging on site, this activity is the number 1 cause of odor and by not doing such on site, we can anticipate no odor. However, the organization will continue to put other odor mitigating procedures in place, including placing carbon air filters and maintaining negative air pressure in the facility.
9. This project will have limited to zero impact on the surrounding areas due to the minimal changes to the premises as espoused in this application.

LEGAL DESCRIPTION:

PARCEL A (TAX ID 33-02-02-09-427-026)
 LOT 42 AND LOT 43, EXCEPT THE SOUTH 156 FEET,
 PLEASANT ACRES, AS RECORDED IN LIBER 13 OF PLATS,
 PAGE 50, INGHAM COUNTY RECORDS

PARCEL B (TAX ID 33-02-02-09-427-027)
 LOT 44 EXCEPT THE EAST 45 FEET OF THE SOUTH 156',
 AND EXCEPT THE EAST 70 FEET OF THE SOUTH 129.5 FEET,
 PLEASANT ACRES, AS RECORDED IN LIBER 13 OF PLATS,
 PAGE 50, INGHAM COUNTY RECORDS

PARCEL C (TAX ID 33-02-02-09-427-028)
 LOT 45, EXCEPT THE SOUTH 129.5 FEET, PLEASANT ACRES,
 AS RECORDED IN LIBER 13 OF PLATS, PAGE 50, INGHAM
 COUNTY RECORDS

GENERAL NOTES:

- 1) A current Title Commitment and Schedule B Section II Supportive Documentation has not been furnished. The effect of easements upon this parcel, other than indicated, are unknown.
- 2) Base drawing information obtained from LSG Project No. 00.1236, dated January 22, 2003.
- 3) The location of certain improvements, including sidewalks adjacent to the street, and other general observations are the result of Google Earth aerial imagery and field observations.
- 4) Per internet search, there are no public or private K-12 schools within 1,000 feet or any known churches, places of worship or other religious facilities, libraries, preschools, or licensed childcare centers within 500 feet of the subject property.

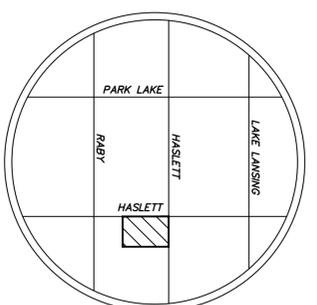
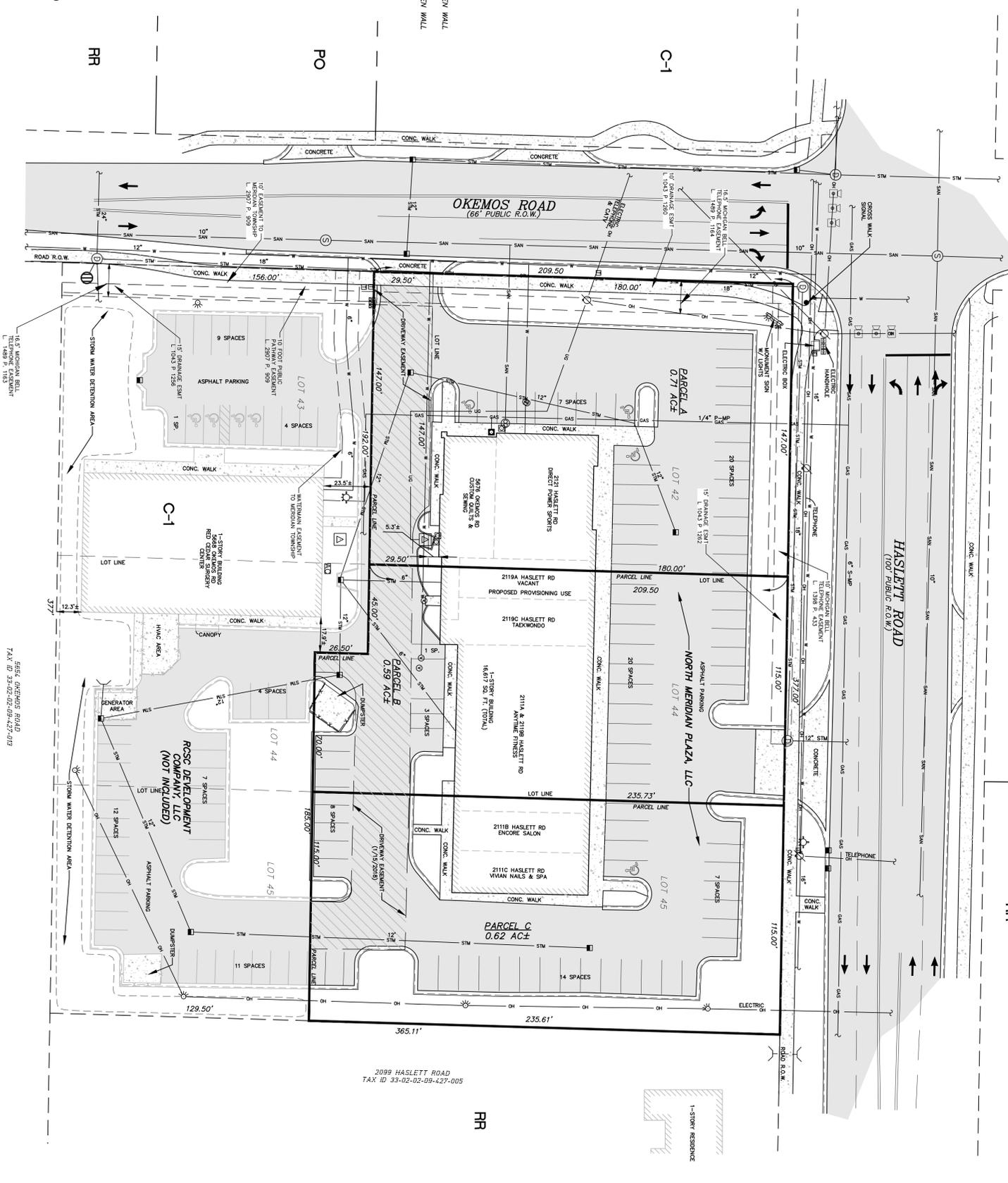
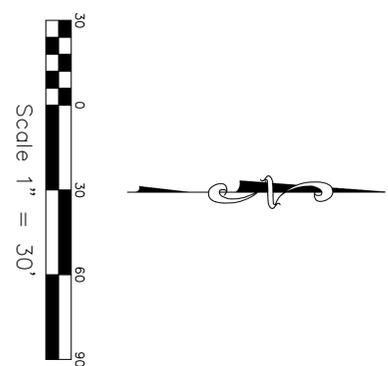
SITE DATA

TOTAL SITE AREA: 1.92 AC / 83,804 SQ. FT.

PARKING PROVIDED:
 REGULAR SPACES: 83 SPACES
 ADA SPACES: 4 SPACES
 TOTAL PROVIDED: 87 SPACES

SETBACKS:
 FRONT: 100'
 REAR: 50' WHERE ADJACENT TO RESIDENTIAL
 35' ADJACENT TO RESIDENTIAL W/ SCREEN WALL
 SIDE: 50' WHERE ADJACENT TO RESIDENTIAL
 35' ADJACENT TO RESIDENTIAL W/ SCREEN WALL

OPEN SPACE:
 IMPERVIOUS AREA: 67,954 SQ. FT. / 1.56 ACRES
 ZONING CLASSIFICATION: C-1



SITE LOCATION MAP
 NOT TO SCALE

LEGEND:

- ① - STORM MANHOLE
- ② - AT-RISK
- ③ - STORM MANHOLE
- ④ - SANITARY CLEANOUT
- ⑤ - SANITARY LINE
- ⑥ - PRECAST MANHOLE
- ⑦ - UTILITY POLE
- ⑧ - GUY WIRE
- ⑨ - OVERHEAD UTILITY LINE
- ⑩ - UNDERGROUND UTILITY LINE
- ⑪ - TRANSFORMER
- ⑫ - AC-UNIT
- ⑬ - TELEPHONE MANHOLE
- ⑭ - ROOF DRAIN
- ⑮ - TELEPHONE FEEDSTAL
- ⑯ - ELECTRIC FEEDSTAL
- ⑰ - ELECTRIC METER
- ⑱ - LIGHT POLE
- ⑲ - SIGN
- ⑳ - NONMOUNT SIGN
- ㉑ - WATER MANHOLE
- ㉒ - WELL
- ㉓ - WATER VALVE
- ㉔ - FIRE HYDRANT
- ㉕ - MONITORING WELL
- ㉖ - GAS VALVE
- ㉗ - GAS LINE
- ㉘ - FENCE LINE
- ㉙ - HORIZONTAL TREE
- ㉚ - CONSPICUOUS TREE
- ㉛ - CMB AND OTHER
- ㉜ - TREE LINE
- ㉝ - SET IRON & CAP PIPES
- ㉞ - FOUND IRON AS NOTED
- ㉟ - SECTION CORNER
- ⊕ - DISTANCE NOT TO SCALE
- ⊖ - VARIATION
- ⊗ - POST INDICATOR WALK
- ⊘ - WALL HYDRANT
- ⊙ - WALL BOX
- ⊚ - SATELLITE DISH
- ⊛ - ASPHALT
- ⊜ - CONCRETE
- ⊝ - RECORDED
- ⊞ - UNRECORDED
- ⊟ - MESSAGED

MISS DIG
 Know what's below.
 Call before you dig.

FILE	SUP.DWG
FIELD WORK	N/A
DRAWN BY	WSE
CHECKED BY	DKR
DATE OF PARCEL SURVEY	8/11/2017
SCALE	1"=30'
HOB.	N/A
VERT.	N/A
PROJECT NO.	2003
SHEET NO.	1 OF 1

SUP SITE PLAN OF MERIDIAN PLAZA
 MERIDIAN TOWNSHIP, INGHAM COUNTY, MI

PREPARED FOR:
HASLETT GALLERY, INC.
 106 N 4TH AVENUE
 ANN ARBOR, MICHIGAN 48104

3155 PINE TREE ROAD
 SUITE D
 LANSING, MI 48911
 PH: (313) 393-2808
 FAX: (313) 393-2808
 www.lsg-68.com

DATE	DESCRIPTION
11/15/2019	SITE DATA
11/13/2019	SUP SITE PLAN
7/29/2019	ADDED SIDEWALKS AT HASLETT & OKEMOS ROADS, PARKING LOT LIGHT POLES AND GENERAL REVISIONS
7/22/2019	FIELD UPDATE
1/18/2018	ADDED DRIVEWAY EASEMENT
1/3/2018	REVISED PARCEL LINES
	DESCRIPTION

Traffic Engineering Associates, Inc.

517/627-6028 FAX: 517/627-6040

PO Box 100
Saranac, Michigan 48881

Mr. James Daly
Haslett Gallery INC
106 N 4th Ave Suite 302
Ann Arbor, MI 48104

November 21, 2019

Dear Mr. Daly:

Traffic Engineering Associates, Inc. (TEA) conducted a trip generation comparison for the proposed Marijuana Dispensary which will be located at 2119 Haslett Road, Unit A, Meridian Charter Township, Ingham County, Michigan.

PROJECT DESCRIPTION

The proposed Marijuana Dispensary will be using an existing 1,510 square foot building that was previously occupied by a State Farm Insurance agent.

TRAFFIC ANALYSIS

For this analysis, trip generation rates were derived from the ITE TRIP GENERATION MANUAL (10th edition). The ITE trip generation rates for Marijuana Dispensary (Land Use Code 882) were selected as representing the proposed 1,510 square foot building. The ITE description of Marijuana Dispensary is as follows:

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Proposed Vehicle Trips

Land Use	Size	AM Peak Hour			PM Peak Hour			Weekday
		In	Out	Total	In	Out	Total	
Marijuana Dispensary, Land Use Code 882	1,510 Sq. ft.	9	7	16	16	17	33	382



FINDINGS

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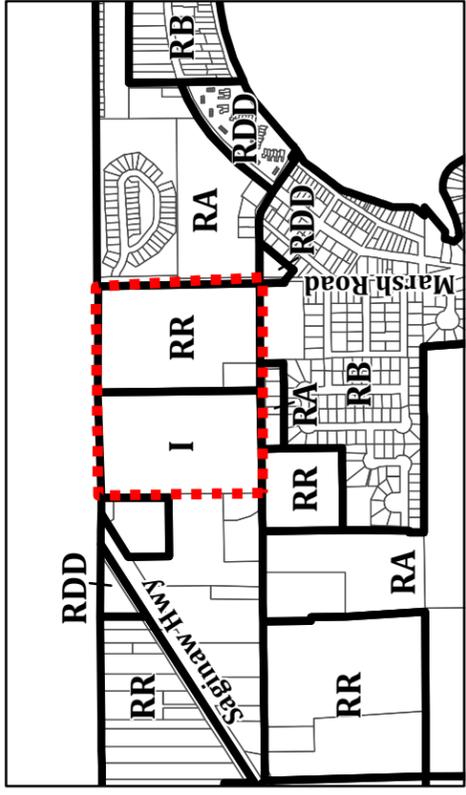
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Sincerely,

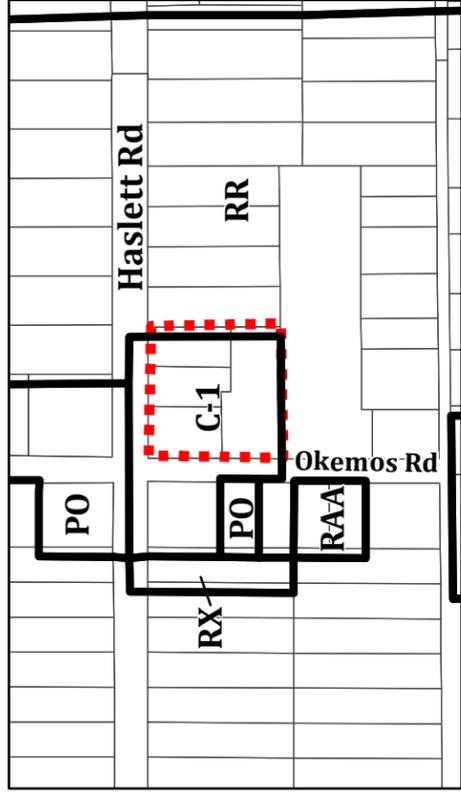


Heather L. Zull, PE

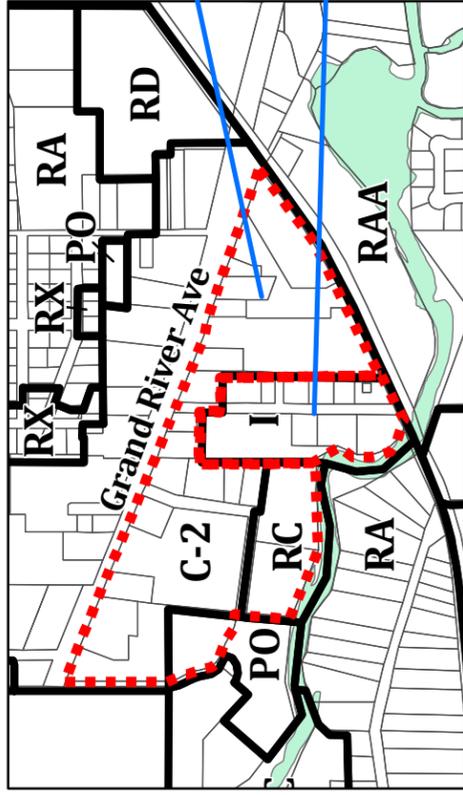




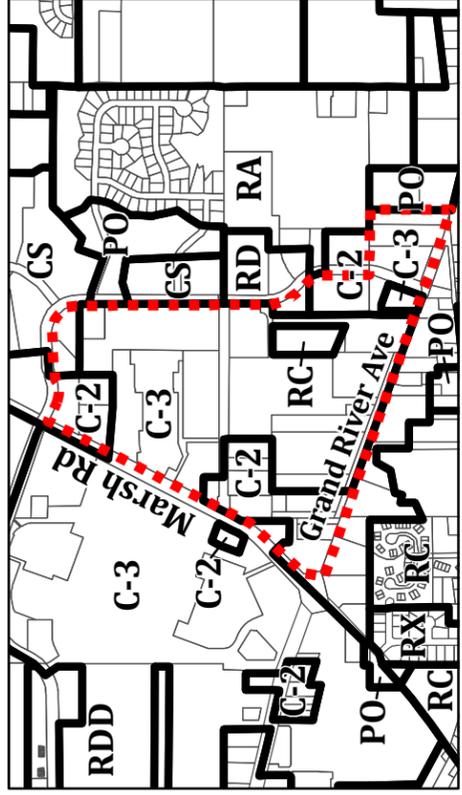
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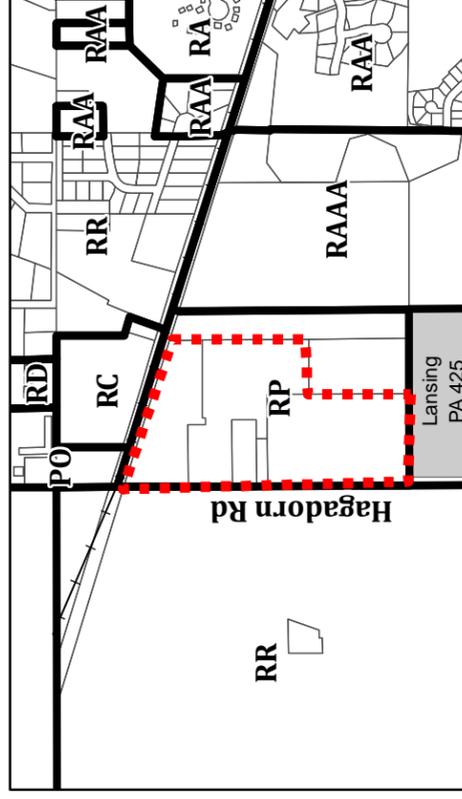
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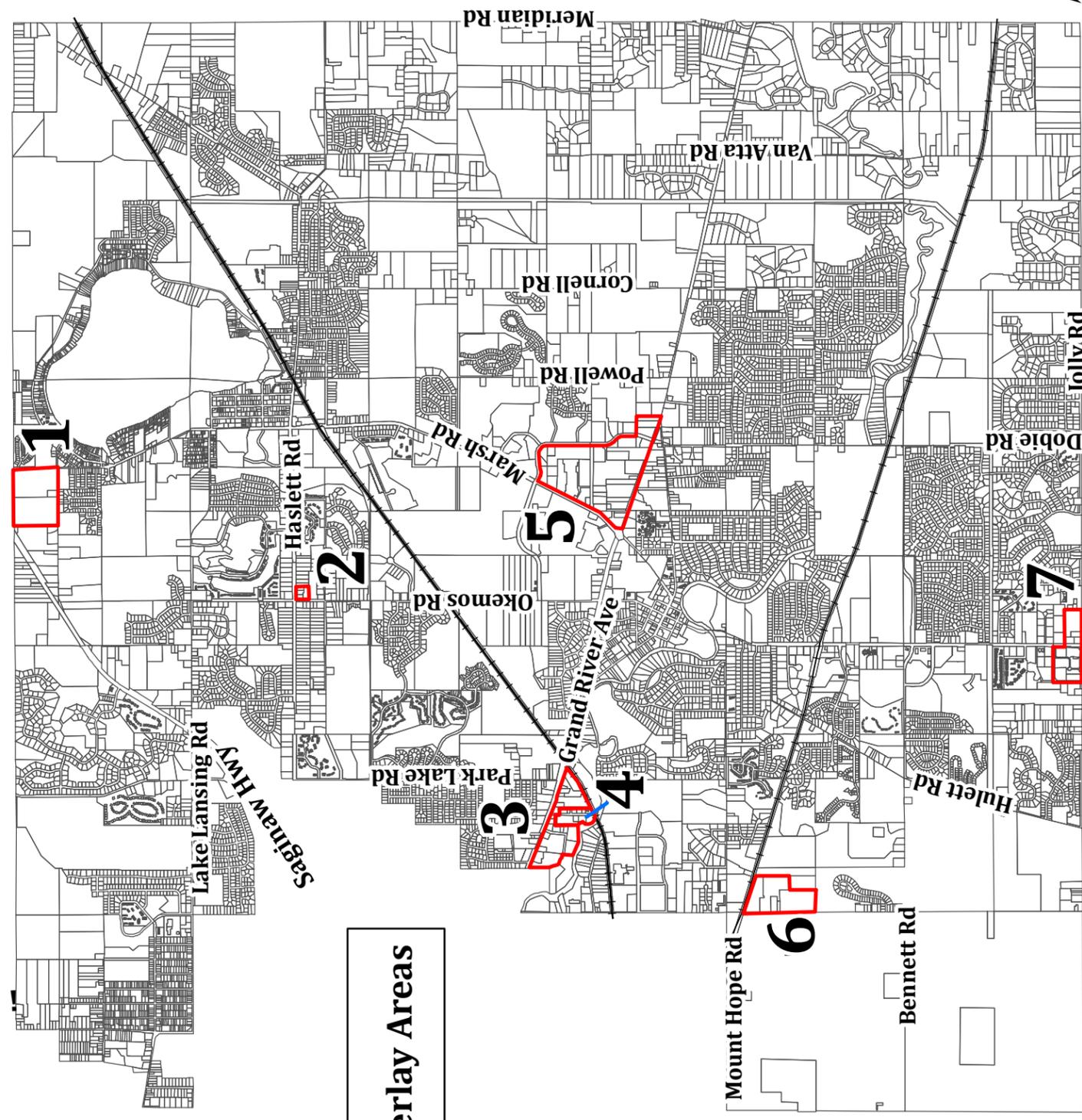
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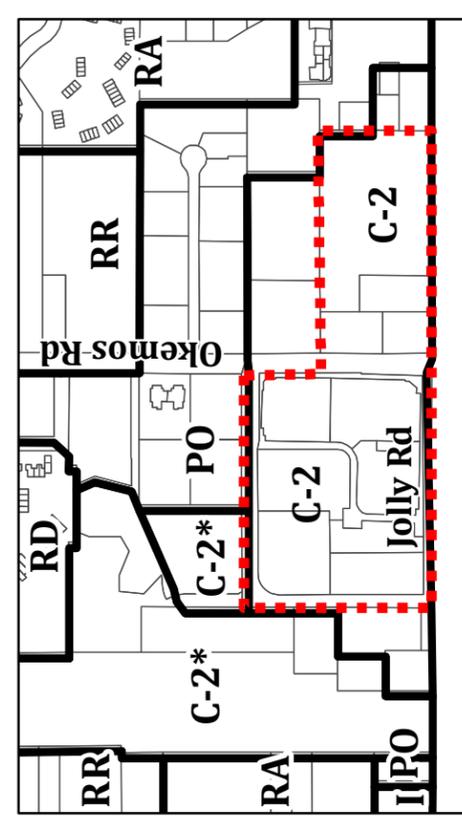
4



5



 Proposed Overlay Areas



6



7

Updated:
5/16/19



To: Planning Commission

From: Peter Menser, Principal Planner
Mackenzie Dean, Assistant Planner

Date: January 23, 2020

Re: Special Use Permit #19151 (Haslett Gallery, Inc.), establish a commercial medical marihuana provisioning center in an existing shopping center located at 2119 Haslett Road.

The Planning Commission held the public hearing for Special Use Permit #19151 at its meeting on January 13, 2020. At the meeting the Planning Commission agreed to consider a resolution to recommend approval of the request at its next meeting on January 27, 2020.

Planning Commission Options

The Planning Commission may recommend approval, approval with conditions, or denial of the proposed special use permit. A resolution to recommend approval of the request is provided.

- **Move to adopt the resolution recommending approval of Special Use Permit #19151.**

Attachment

1. Resolution to recommend approval.

G:\Community Planning & Development\Planning\SPECIAL USE PERMITS (SUP)\2019\SUP 19151 (Haslett Gallery, Inc.)\SUP 19151.pc2.docx

RESOLUTION TO RECOMMEND APPROVAL

**Special Use Permit #19151
(Haslett Gallery, Inc.)**

At a regular meeting of the Planning Commission of the Charter Township of Meridian, Ingham County, Michigan, held at the Meridian Municipal Building, in said Township on the 27th day of January, 2020, at 7:00 p.m., Local Time.

PRESENT: _____

ABSENT: _____

The following resolution was offered by _____ and supported by _____.

WHEREAS, Haslett Gallery, Inc. has submitted a request to establish a 1,510 square foot commercial medical marihuana provisioning center in an existing shopping center located at 2119 Haslett Road; and

WHEREAS, the Township Board adopted both zoning and non-zoning ordinances allowing commercial medical marihuana facilities in designated overlay areas throughout the Township at its meeting on May 21, 2019; and

WHEREAS, the zoning ordinance established seven designated areas in the Township where commercial medical marihuana facilities are permitted and identified the zoning districts in which each of the five types of commercial medical marihuana facilities can locate; and

WHEREAS, the non-zoning ordinance established the application process, the facility types allowed, the number of permits, and the general operational standards for the different types of commercial facilities, which include growers, processors, secure transporters, provisioning centers, and safety compliance facilities; and

WHEREAS, the overlay areas adopted by the Township Board allow commercial medical marihuana provisioning centers in the I (Industrial), C-1, C-2, C-3 (Commercial), and RP (Research and Office Park) zoning districts subject to the approval of a special use permit reviewed by the Planning Commission and approved by the Township Board; and

WHEREAS, the subject site is located entirely within Overlay Area 2 and is appropriately zoned C-1 (Commercial), which allows commercial medical marihuana provisioning centers by special use permit; and

WHEREAS, the proposed commercial medical marihuana provisioning center meets the required setbacks from any public or private K-12 school, church, place of worship or other religious facility, library, preschool, or child care center established in Section 40-31 of the Code of Ordinances; and

WHEREAS, the proposed commercial medical marihuana provisioning center will not adversely affect adjacent land uses or the health, safety, and general welfare of the community; and

WHEREAS, the proposed project is consistent with the general standards for granting a special use permit found in Section 86-126 of the Code of Ordinances.

Resolution to Recommend Approval

SUP #19151 (Haslett Gallery, Inc.)

Page 2

NOW THEREFORE, BE IT RESOLVED THE PLANNING COMMISSION OF THE CHARTER TOWNSHIP OF MERIDIAN hereby recommends approval of Special Use Permit #19151, subject to the following conditions:

1. Approval is in accordance with the site plan prepared by LSG Engineers & Surveyors dated January 3, 2018 (revision date November 15, 2019) and received by the Township on November 21, 2019.
2. Approval is in accordance with the floor plan prepared by The Peabody Group Architects & Designers received by the Township on January 13, 2020.
3. Approval is in accordance with the sign program prepared by the Peabody Group Architects & Designers received by the Township on January 13, 2020.
4. Approval is subject to the applicant receiving approval of a Commercial Medical Marihuana Facility permit by the Director of Community Planning and Development.
5. Approval is subject to the applicant receiving Final Approval for a medical marihuana license from the State of Michigan, Department of Licensing and Regulatory Affairs.
6. The applicant shall obtain and maintain any and all other applicable permits, licenses, and approvals necessary to operate the proposed commercial medical marihuana provisioning center from the State of Michigan, Township, and any other applicable agencies. Copies of all permits, licenses, and approvals shall be submitted to the Department of Community Planning and Development.
7. Any proposed future expansion, additions, or revisions to the proposed tenant space, building, or site, will require an amendment to Special Use Permit #19151.
8. All applicable conditions from previous approvals for the construction of the shopping center shall remain in effect.
9. A sign permit shall be required to install the proposed tenant wall sign.
10. The provisioning center shall remain in compliance with the operational requirements established in Section 40-31 of the Code of Ordinances.
11. The special use permit shall be revoked if the applicant fails to maintain a valid Commercial Medical Marihuana Facility permit from the Township and Facility License from the State of Michigan.

ADOPTED: YEAS: _____

NAYS: _____

STATE OF MICHIGAN)

) ss

COUNTY OF INGHAM)

Resolution to Recommend Approval

SUP #19151 (Haslett Gallery, Inc.)

Page 3

I, the undersigned, the duly qualified and acting Chairperson of the Planning Commission of the Charter Township Meridian, Ingham County, Michigan, DO HEREBY CERTIFY that the foregoing is a true and a complete copy of a resolution adopted at a regular meeting of the Planning Commission on the 27th day of January, 2020.

Ken Lane
Planning Commission Chairperson

RESOLUTION TO RECOMMEND APPROVAL

**Special Use Permit #19151
(Haslett Gallery, Inc.)**

At a regular meeting of the Planning Commission of the Charter Township of Meridian, Ingham County, Michigan, held at the Meridian Municipal Building, in said Township on the 27th day of January, 2020, at 7:00 p.m., Local Time.

PRESENT: Chair Lane, Vice-Chair Hendrickson, Secretary Richards, Commissioners Cordill, Shrewsbury, Trezise, Clark, and McConnell

ABSENT: Commissioner Premoe

The following resolution was offered by Vice-Chair Hendrickson and supported by Commissioner Trezise.

WHEREAS, Haslett Gallery, Inc. has submitted a request to establish a 1,510 square foot commercial medical marihuana provisioning center in an existing shopping center located at 2119 Haslett Road; and

WHEREAS, the Township Board adopted both zoning and non-zoning ordinances allowing commercial medical marihuana facilities in designated overlay areas throughout the Township at its meeting on May 21, 2019; and

WHEREAS, the zoning ordinance established seven designated areas in the Township where commercial medical marihuana facilities are permitted and identified the zoning districts in which each of the five types of commercial medical marihuana facilities can locate; and

WHEREAS, the non-zoning ordinance established the application process, the facility types allowed, the number of permits, and the general operational standards for the different types of commercial facilities, which include growers, processors, secure transporters, provisioning centers, and safety compliance facilities; and

WHEREAS, the overlay areas adopted by the Township Board allow commercial medical marihuana provisioning centers in the I (Industrial), C-1, C-2, C-3 (Commercial), and RP (Research and Office Park) zoning districts subject to the approval of a special use permit reviewed by the Planning Commission and approved by the Township Board; and

WHEREAS, the subject site is located entirely within Overlay Area 2 and is appropriately zoned C-1 (Commercial), which allows commercial medical marihuana provisioning centers by special use permit; and

WHEREAS, the proposed commercial medical marihuana provisioning center meets the required setbacks from any public or private K-12 school, church, place of worship or other religious facility, library, preschool, or child care center established in Section 40-31 of the Code of Ordinances; and

WHEREAS, the proposed commercial medical marihuana provisioning center will not adversely affect adjacent land uses or the health, safety, and general welfare of the community; and

WHEREAS, the proposed project is consistent with the general standards for granting a special use permit found in Section 86-126 of the Code of Ordinances.

Resolution to Recommend Approval

SUP #19151 (Haslett Gallery, Inc.)

Page 2

NOW THEREFORE, BE IT RESOLVED THE PLANNING COMMISSION OF THE CHARTER TOWNSHIP OF MERIDIAN hereby recommends approval of Special Use Permit #19151, subject to the following conditions:

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6. The applicant shall obtain and maintain any and all other applicable permits, licenses, and approvals necessary to operate the proposed commercial medical marihuana provisioning center from the State of Michigan, Township, and any other applicable agencies. Copies of all permits, licenses, and approvals shall be submitted to the Department of Community Planning and Development.
7. Any proposed future expansion, additions, or revisions to the proposed tenant space, building, or site, will require an amendment to Special Use Permit #19151.
8. All applicable conditions from previous approvals for the construction of the shopping center shall remain in effect.
9. A sign permit shall be required to install the proposed tenant wall sign.
10. The provisioning center shall remain in compliance with the operational requirements established in Section 40-31 of the Code of Ordinances.
11. The special use permit shall be revoked if the applicant fails to maintain a valid Commercial Medical Marihuana Facility permit from the Township and Facility License from the State of Michigan.

ADOPTED: YEAS: Chair Lane, Vice-Chair Hendrickson, Commissioners Shrewsbury, Trezise, Clark, and McConnell

NAYS: Secretary Richards, and Commissioner Cordill

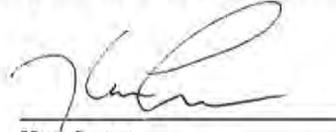
STATE OF MICHIGAN)

) ss

COUNTY OF INGHAM)

**Resolution to Recommend Approval
SUP #19151 (Haslett Gallery, Inc.)
Page 3**

I, the undersigned, the duly qualified and acting Chairperson of the Planning Commission of the Charter Township Meridian, Ingham County, Michigan, DO HEREBY CERTIFY that the foregoing is a true and a complete copy of a resolution adopted at a regular meeting of the Planning Commission on the 27th day of January, 2020.



Ken Lane
Planning Commission Chairperson

**CHARTER TOWNSHIP OF MERIDIAN
PLANNING COMMISSION
REGULAR MEETING MINUTES**

APPROVED

**January 13, 2020
5151 Marsh Road, Okemos, MI 48864-1198
517-853-4560, Town Hall Room, 7:00 P.M.**

**PRESENT: Commissioners Lane, Hendrickson, Trezise, Richards, Premoe, Shrewsbury,
Clark, and Cordill
ABSENT: None
STAFF: Director of Community Planning & Development Mark Kieselbach, Economic
Development Director Chris Buck, and Principal Planner Peter Menser**

1. Call meeting to order

Chair Lane called the regular meeting to order at 7:02 P.M.

2. Public Remarks

1. Amanda Hopper, 5485 Martinique, spoke in support of Rezoning #19100.
2. Gary Durow, 1259 West Grand River Avenue, spoke in support of Rezoning #19100.

3. Approval of Agenda

Commissioner Cordill moved to approve the agenda as written.
Seconded by Commissioner Hendrickson.
VOICE VOTE: Motion approved unanimously.

4. Approval of Minutes

- A. December 16, 2019 Regular Meeting

Commissioner Richards moved to approve the minutes as written.
Seconded by Commissioner Trezise.
VOICE VOTE: Motion approved unanimously.

5. Communications

Chair Lane noted the communication listed in the meeting packet for consideration and said hard copies of the communication received after the meeting packet was sent out were assembled and distributed to the Planning Commission at their places on the dais prior to the meeting.

6. Public Hearings

- 
- A. Special Use Permit #19151 (Haslett Gallery, Inc.), establish commercial medical marihuana provisioning center at 2119 Haslett Road.

Chair Lane opened the public hearing at 7:09 p.m.

Principal Planner Menser provided an overview of the request and said he would be available to answer questions.

The applicant's representative, Benjamin Joffe, legal counsel for Haslett Gallery Incorporated, 106 North Fourth Avenue, Ann Arbor, Michigan provided additional information about the proposed project. Mr. Joffe noted one correction in the Special Use Permit Application, Attachment B, should have stated hours of operation would be 9:00 am to 8:00 pm Monday through Sunday and that the times listed within the table are correct. He also stated he would be available to answer any questions.

Public Comment:

1. Dr. Charles Taunt, 5519 Silverleaf Court, spoke in opposition to Special Use Permit #19151.

Planning Commission Discussion:

- Planning Commission members expressed their concern about the ATA Blackbelt & Karate Martial Arts Studio located adjacent to the proposed commercial medical marihuana provisioning center. The school of karate client base consists mostly of school age children.
- Although the martial arts studio business is not a school it does teach classes to children.
- Concern was expressed about the proposed new business impact (financial and safety) to the businesses in the shopping center and the Red Cedar Surgery Center located next door on Okemos Road.
- The Special Use Permit Request Review criteria numbers (4) and (5) raised some concerns by the Planning Commission. The potential impact to existing neighboring uses and the economic welfare of surrounding properties or the communities is unknown currently.
- In response to a question about security, the applicant's representative referenced articles stating properties surrounding medical marihuana businesses were not negatively impacted and the property values continued to rise.
- The applicant's representative stated there is no loose marihuana handled in the provisioning center. All materials are prepackaged and delivered in vacuum sealed bags, so this process eliminates the cannabis smells. In addition to the packaging, carbon filters and canister filters are used to prevent any odor problems for the adjacent businesses in the shopping center.
- The applicant stated safety and security procedures are taken seriously. Guests are provided access into the provisioning center by a buzzer system and after the proper identification is shown, would be escorted to the sales area to make their purchases. Video monitors are also utilized and must be made available by law to the police department.
- The commercial facility license will be renewed yearly.

A straw poll indicated a majority of the Planning Commission would be in support of recommending approval of the proposed special use permit at the next meeting on January 27, 2020.

Chair Lane closed the public hearing at 7:58 p.m.

**CHARTER TOWNSHIP OF MERIDIAN
PLANNING COMMISSION
REGULAR MEETING MINUTES**

**January 27, 2020
5151 Marsh Road, Okemos, MI 48864-1198
517-853-4560, Town Hall Room, 7:00 P.M.**

**PRESENT: Commissioners Lane, Hendrickson, Trezise, Richards, Shrewsbury, Clark, Cordill, and McConnell
ABSENT: Commissioner Premoe
STAFF: Director of Community Planning & Development Mark Kieselbach, Economic Development Director Chris Buck, and Principal Planner Peter Menser**

1. Call meeting to order

Chair Lane called the regular meeting to order at 7:01 P.M.

2. Public Remarks – None

3. Approval of Agenda

Chair Lane requested to add item 8D, Introduction to 2020 Planning Commission Goals, under Other Business.
Commissioner Richards moved to approve the amended agenda.
Seconded by Commissioner Shrewsbury.
VOICE VOTE: Motion approved unanimously.

4. Approval of Minutes

A. January 13, 2020 Regular Meeting

Commissioner Cordill moved to approve the minutes as written.
Seconded by Commissioner Hendrickson.
VOICE VOTE: Motion approved unanimously.

5. Communications

Chair Lane noted the communication listed in the meeting packet.

6. Public Hearings - None

7. Unfinished Business



A. Special Use Permit #19151 (Haslett Gallery, Inc.), establish commercial medical marihuana provisioning center at 2119 Haslett Road.

Principal Planner Menser provided an overview of the request for a commercial medical marihuana provisioning center and said he was available to answer questions.

Chair Lane noted representatives from the Haslett Gallery, Inc. were available also to answer questions.

Planning Commission Discussion:

- Any future concerns regarding the use would be addressed through ordinance provisions and enforcement actions.
- Concern that the Special Use Permit review criteria numbers (4) and (5) aren't being met with regards to the potential impact to existing neighboring uses and the economic welfare of those businesses.

ROLL CALL VOTE:

YEAS: Commissioners Clark, Shrewsbury, Hendrickson, McConnell, Trezise and Chair Lane.

NAYS: Commissioners Richards and Cordill

MOTION CARRIES: 6-2

8. Other Business

A. March 9, 2020 Planning Commission meeting

Principal Planner Menser reviewed the revised 2020 Planning Commission meeting calendar and asked for a motion for its adoption.

Commissioner Cordill moved to approve the amended 2020 Meeting Calendar
Supported by Commissioner Trezise.

ROLL CALL VOTE:

YEAS: Commissioners Richards, Clark, Shrewsbury, Hendrickson, Cordill, McConnell, Trezise and Chair Lane.

NAYS: None

MOTION CARRIES: 8-0

B. ZBA representative and commission liaison assignments

Chair Lane volunteered to serve as the Planning Commission representative on the Zoning Board of Appeals for 2020.

Commissioner Shrewsbury made a motion to appoint Chair Lane to serve as the Planning Commission Representative on the Zoning Board of Appeals for 2020.
Supported by Commissioner Clark.

ROLL CALL VOTE:

YEAS: Commissioners Richards, Clark, Shrewsbury, Hendrickson, Cordill, McConnell, Trezise and Chair Lane.

NAYS: None

MOTION CARRIES: 8-0

Peter Menser

From: FRANCIS BURCH <haslettata@sbcglobal.net>
Sent: Monday, January 13, 2020 1:22 PM
To: Peter Menser
Subject: Concerns about Medical Cannabis Center

To: Meridian Township Board Members

My name Ron Burch and I am the Owner and Licensee of ATA Martial Arts in Haslett. Since 1996 I have been a proud business owner in the Haslett area. From 1996 to 2008, I was a member of MABA (Meridian Area Business Association) and served on the MABA board in early 2000's. Furthermore, I was also a member of the EDC around the same time. In my Martial Art program, ninety-five percent of my students are kids , ages 3 - 16 and forty-percent are enrolled in my ATA Tigers program ranging from ages 3-6. In my Karate for Kids program (for ages 7 -12), most of the time parents drop their kids off and return forty-five minutes later to pick their children up. My parents pay a monthly tuition fee for their child to attend my academy and they expect a safe learning environment.

My concerns about the Medical Cannabis Center (which would right next to my academy) are:

1. Overall Safety
2. Proper ventilation, no cannabis smell coming into my business
3. People loitering outside
4. The possibilities of losing future students, due the fact that some parents are not willing to do business next to a Medical Cannabis Center

In closure, these are some of the concerns I have. I appreciate your time for reading this letter and taking it into consideration.

Respectfully,

Master Ronald F. Burch Jr.
ATA Martial Arts



13.D

To: Township Board

From: Mark Kieselbach, Director of Community Planning and Development
Peter Menser, Principal Planner

Date: February 13, 2020

Re: Rezoning #19080 (Minerva Realty Capital, LLC)

The Township Board last discussed Rezoning #19080 at its meeting on December 3, 2019. The applicant has requested further discussion of the request to rezone approximately 4.999 acres located at 4606 Hagaadorn Road from RR (Rural Residential) to PO (Professional and Office) conditioned on approval of a mixed use planned unit development (MUPUD) and purchase of the property within 12 months at the February 18, 2020 meeting.

Township Board Options

The Township Board may approve or deny the proposed rezoning from RR (Rural Residential) to PO (Professional and Office) with conditions. If the Board amends the proposal, the request may be referred back to the Planning Commission for a recommendation. A resolution will be provided at a future meeting.

G:\Community Planning & Development\Planning\REZONINGS (REZ)\2019\REZ 19080 (Minerva Realty Capital, LLC)\REZ 19080.tb3.docx