



AGENDA
CHARTER TOWNSHIP OF MERIDIAN
MERIDIAN TRANSPORTATION COMMISSION
June 27, 2019

- COMMUNITY CONVERSATION – 2019 Local Street Bond 6:00 p.m.
Town Hall Room - Municipal Building
 - TRANSPORTATION COMMISSION MEETING 7:00 p.m.
Town Hall Room – Municipal Building
1. CALL MEETING TO ORDER
 2. APPROVAL OF AGENDA
 3. APPROVAL OF MINUTES
 - A. May 23, 2019
 4. PUBLIC REMARKS
 5. COMMUNICATIONS
 - A. Received and on file
 - Donna Rose – Public transit and people with disabilities
 6. COMMISSION DISCUSSION
 - A. Update on Okemos Road bridge replacement
 - B. Review / Recap of Community Conversation Meeting
 - C. Review of material from CATA
 7. COMMISSION COMMENTS
 8. NEXT MEETING DATES
 - A. August 22, 2019 Central Fire Station Community Room
 - B. Township Board Meeting July 9, 2019
 9. ADJOURNMENT
-

DRAFT

CHARTER TOWNSHIP OF MERIDIAN
MERIDIAN TRANSPORTATION COMMISSION (MTC)
MEETING MINUTES OF MAY 23, 2019

PRESENT: Chair Hackbarth, Vice-Chair Vagnozzi, Commissioners Deschaine and Hudson.

ABSENT: Commissioner Potter, Lovell and Kolbasa.

STAFF: Frank Walsh, Township Manager, Jerry Richards, Planning Commission Representative and Mark Kieselbach, Director of Community Planning and Development.

1. Call Meeting to Order

Chair Hackbarth called the meeting to order at 6:03 p.m.

2. Approval of Agenda

Commissioner Deschaine moved to approve the agenda.

Seconded by Vice-Chair Vagnozzi

VOICE VOTE: Motion carried unanimously.

3. Approval of Minutes

Commissioner Deschaine moved to approve the minutes of March 21, 2019 as written.

Seconded by Vice-Chair Vagnozzi.

VOICE VOTE: Motion carried unanimously.

4. Public Remarks

None

5. Communications

None

6. Commission Discussion

A. Capital Area Transportation Authority (CATA) Update

Chair Hackbarth welcomed Andrew Brieschke, Deputy CEO, CATA.

Mr. Brieschke provided the Commission with a packet of information on Redi-Ride service in the Township for August 27, 2018 to April 30, 2019. The information included passenger type, booking analysis, extended hours ridership and student ridership. (A copy of the information is on file.)

- Persons with disabilities make up the largest percentage of users.
- Small increase in Senior ridership and a small decrease in Youth ridership between April 2018 to April 2019.
- Total trips booked were 18,031.

- Canceled rides were the highest for the January time period. Believed due to weather.
- Less than 8 percent for no shows is positive.
- For extended hours Monday-Friday ridership is the highest in the morning.
- Total trips taken between 7:00 a.m. to 9:00 a.m. was 1,192 vs 507 trips taken between 5:00 p.m. to 6:30 p.m.
- In the morning 598 trips were taken by students
- Possible change to the service is to start earlier in the morning
- Change to phone system to allow for call back feature instead of person waiting on hold
- Working on new bus shelter design
- New technology for real time dispatch, booking and location
- In 2019 15 small buses and 23 large buses will be purchased
- The Commission requested CATA to provide information on the following items:
 - Total number of Redi-Ride trips from 2:00-3:00 p.m. and 3:00-4:00 p.m. by rider type
 - Ridership data for August 2018-April 2019 at the five extended locations
 - Ridership data for each school
 - Information showing rider type Monday-Friday for 7:30-9:00 a.m., 2:00-4:00 p.m. and 5:00-6:30 p.m. from August 2018-April 2019
 - Comparison of rider type and number of rides Meridian vs Delhi for 7:00-9:00 a.m. from August 2018-April 2019
 - Interest in starting service at 6:30 a.m. and ending service at 6:00 p.m.
 - Ridership for fixed routes in the Township
 - Busiest bus stops for fixed routes in the Township

B. Redi-Ride Millage Renewal

- Township Board on May 9, 2019 approved the ballot language to renew the Redi-Ride millage at 0.1983 mill for 5 years, 2020 through 2024. (A copy of the resolution is on file.)

C. Redi-Ride Service Agreement

- Township Board on May 9, 2019 authorized the Township Supervisor and Township Manager to sign the Service Agreement with CATA. The CATA Board of Directors on May 15, 2019 authorized signing the Service Agreement. (A copy of the signed Service Agreement is on file.)

D. Street Improvement Bond Proposal

- Township Board on May 9, 2019 approved ballot language to borrow the principal amount not to exceed \$35,250,000 and issue bonds to finance the acquisition and construction of local street improvement projects. (A copy of the resolution is on file.) The Township

Board also approved at its meeting on May 21, 2019 not to levy the current .2479 Road Millage from 2020-2023 if the road bond was approved by the voters on August 6, 2019.

7. Commission Comments

None

8. Next Meeting Dates

Transportation Commission's next meeting is June 27, 2019 at the Central Fire Station Community Room. Township Board's next meeting is June 4, 2019.

9. Adjournment

Chair Hackbarth called for a motion to adjourn the meeting.

Commissioner Deschaine moved to adjourn the meeting.

Seconded by Vice-Chair Vagnozzi

VOICE VOTE: Motion carried unanimously.

Meeting adjourned the meeting at 7:30 p.m.

Mark Kieselbach

From: Donna Rose <wild-rose@sbcglobal.net>
Sent: Saturday, June 08, 2019 4:41 PM
To: Mark Kieselbach
Cc: Board; Frank Walsh
Subject: For Transit Comm. Members

Greetings,

Below is a link to a very good article published in 2017 with the results of a moderately sized survey regarding public transit and people with disabilities which was paid for by the FTA, among others. It outlines many factors which can make transit difficult for this population and offers some solutions. I hope you will take a moment to read this so you can be better informed about the transit needs of people with disabilities, and you don't have to rely on the honest experience and perceptions of just a few individuals. I guess that was a problem for most Commissioners regarding Redi Ride. I wish I had seen this to pass along to you sooner. I do believe you should have trusted those who are riders and had concerns, but this offers some qualitative and quantitative results which you might like better.

<https://journals.sagepub.com/doi/full/10.1177/1044207317702070>

Thanks,
Donna Rose
6207 Cobblers Dr.
East Lansing, MI 48823

Public Transportation: An Investigation of Barriers for People With Disabilities

Journal of Disability Policy Studies
2017, Vol. 28(1) 52–60
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Jill L. Bezyak, PhD, CRC¹, Scott A. Sabella, PhD, CRC²,
and Robert H. Gattis, MS³

Abstract

The physical accessibility of public transportation increased nationwide following the passage of the Americans With Disabilities Act (ADA) in 1990. Despite removal of many physical barriers within fixed-route systems, significant barriers to overall access of public transportation systems are still widespread. The purpose of the current study was to provide a full description of barriers experienced by individuals with disabilities when using the public transportation and the complementary paratransit services. An online survey was developed and disseminated to contacts of the National Network of ADA Centers, and 4,161 individuals responded. Results highlight significant barriers for people with disabilities who use public transportation and complementary paratransit services. Barriers to these transit systems are physical and attitudinal in nature, and as a result, modifications to the physical environment and educational opportunities to reduce negative attitudes toward individuals with disabilities are recommended.

Keywords

public transportation, accessibility, barriers, disability

Transportation is essential for people of all ages and backgrounds to live a fulfilling and satisfying life. It plays a vital role in many aspects of daily life including access to employment, education, health care, shopping, social occasions, and multiple recreational activities. Put simply, transportation is a requirement for full participation in a community (Jansuwan, Christensen, & Chen, 2013). Despite the obvious importance, many people in the United States do not have access to adequate transportation, and this experience is disproportionate for some groups. Individuals with disabilities represent approximately 40% of the 15 million people in the United States who have difficulty getting adequate transportation services (U.S. Department of Transportation & Bureau of Transportation Statistics, 2003).

According to the U.S. Census Bureau (2011), approximately 36.3 million Americans experience one or more disabilities, which is equivalent to one out of every eight Americans. Further research indicates 30% of individuals with disabilities have difficulty accessing transportation (U.S. General Accounting Office, 2003). In addition, people with disabilities travel less frequently and rely on public transportation more than the general population (Penfold, Cleghorn, Creegan, Neil, & Webster, 2008). As a result, barriers to public transportation quickly affect the ability of people with disabilities to fully experience the social, economic, and political environments of their community (Christensen, 2014). It is estimated that 560,000 people do not even leave home as a result of transportation difficulties (U.S. Department of Transportation & Bureau of Transportation

Statistics, 2003). Adequate, accessible public transportation is essential to fully address social and economic disparities that exist among individuals with disabilities (National Council on Disability [NCD], 2005a). By increasing independence, transportation can serve to mediate these inequalities based upon impairment and subsequently experienced as disability (Aldred & Woodcock, 2008).

Barriers to Public Transportation

Public transportation has increased physical accessibility nationwide following the passage of the Americans With Disabilities Act (ADA) in 1990. The ADA clearly changed the landscape of public transit, and the NCD indicated,

As a consistent theme in most transit systems across the United States, the Americans with Disabilities Act of 1990 (ADA) has spawned great improvements . . . As a result of the ADA, the past decade has brought about real improvements in access to transportation for people with disabilities, and access to public transportation has improved significantly since implementation

¹University of Northern Colorado, Greeley, USA

²University at Buffalo, NY, USA

³Meeting the Challenge, Inc., Colorado Springs, CO, USA

Corresponding Author:

Jill L. Bezyak, Human Rehabilitative Services Program, University of Northern Colorado, Campus Box 132, Greeley, CO 80639, USA.
Email: jill.bezyak@unco.edu

of the ADA transportation provisions. (NCD, 2005a, pp. 13, 20)

Despite removal of many physical barriers within fixed-route systems, significant barriers to overall access to public transit systems are still being reported. Barriers to public transportation for people with disabilities are widespread, but documentation in many parts of the country are lacking. A recent report from NCD (2015) provides information from select cities regarding problems and barriers to public transportation for people with disabilities. Problems with fixed-route bus transportation include inoperable lifts and ramps, false claims of inoperable lifts or ramps to avoid boarding a person with a disability, failure to stop for a traveler with a disability, attitudinal barriers among drivers, steep slope for ramp use, failure to clear wheelchair securement zones for people with disabilities, failure to provide stop announcements, and failure to provide route identification. Problems also exist with fixed-route rail systems including failure to provide level-entry boarding at new or altered stations, lack of an accessible alternative when level-entry boarding is not possible, inaccessible stations and cars, problems with reservations, and failure to provide dual-mode communication in the station or on the track (NCD, 2015). Without an improved understanding of these problems, along with policies to remove barriers such as those stated above, individuals with disabilities continue to lack full access to public transportation.

Barriers to Complementary Paratransit

In addition to the requirements of public transit systems described above, the ADA also requires public transit systems to provide complementary paratransit, which are demand-responsive transportation services for people who are unable to board a bus, or do not have an accessible path to a transit stop. Complementary paratransit services must be provided to eligible users within three fourths of a mile corridor of existing bus routes and during the same hours of service of those bus routes. In addition, transit providers cannot impose restrictions on the type of trip taken, and eligible riders cannot be refused service due to budget restrictions, despite the potentially high cost of complementary paratransit for public transit systems. Initially, complementary paratransit services were intended to provide transportation services to people with disabilities while transit systems became more accessible; however, many people with disabilities now use complementary paratransit services as their primary mode of transportation (Rosenbloom, 2007).

Complementary paratransit services are a lifeline for many individuals with disabilities, but despite the importance of these services, barriers are frequently encountered, which prevent individuals from having necessary transportation to

meet daily needs. Reports from cities such as Orlando, Florida, indicate travelers often experience untimely pickups, excessive trip lengths, and missed trips (NCD, 2015). Additional barriers include problems with eligibility for paratransit services, denials of requests for paratransit services by eligible individuals, excessive hold times to arrange trips over the phone, lack of communication accessibility when arranging trips by phone, lack of door-to-door service when necessary, attitudinal barriers among drivers, and a lack of driver training (NCD, 2015). Problems such as these prevent individuals with disabilities, who are eligible for paratransit, from obtaining adequate and necessary transportation for a variety of needs.

Despite passage of the ADA in 1990, which led to significant improvements in public transportation for people with disabilities, problems and barriers to public transportation and complementary paratransit services still exist with documentation from select cities across the nation (Rosenbloom, 2007). To adequately address the barriers encountered by individuals with disabilities in public transit and complementary paratransit systems, a closer look at these problems is essential. The purpose of the current study is to use a national sample of individuals with disabilities to provide a full description of barriers experienced when using the public transportation and the paratransit services to inform and influence transportation reform at the regional and national levels.

Method

Participants

The initial sample for the current study consisted of 6,884 participants who responded to the email invitation for the web-based survey. Due to focus of the current study, the initial sample size was reduced to only include individuals with disabilities who reported using public transportation. A total of 4,161 respondents met these criteria and were included in the sample for the current study. The mean age of participants was 49 years ($SD = 15$ years). Additional demographic information of respondents is presented in the following section.

Instrumentation

A web-based survey containing 33 questions was created by staff and advisory committee members at Meeting the Challenge under a Federal Transit Administration cooperative agreement (Project CO268001). The survey tool used for administration was Survey Gizmo (Widgix LLC, 2009), and specific questions were created following an extensive review of the literature of similar assessment tools and current barriers in accessibility of public transportation (Denson, 2015; NCD, 2005b; Rogers, 2002; Transit

Cooperative Research Program, 2005). The resulting survey was a branched instrument, which directed participants to different questions dependent on their use of public transit systems and complementary paratransit within the past 12 months. Of the 33 questions, 29 were multiple choice and four were open ended. The survey included four sections with items investigating use of public transportation, use of complementary paratransit services, perceptions of transportation accessibility, and demographic items. It was operational from March 11 through March 31, 2009, which indicates a rapid rate of response by all participants.

Procedure

The web-based survey was disseminated to participants using the National Network of ADA Centers. The ADA Centers are a national network of 10 regional centers that provide information, referrals, resources, and training on the ADA to businesses, employers, government entities, media and news reporters, and individuals with disabilities. Meeting the Challenge operates one of the 10 regional centers, the Rocky Mountain ADA Center. Using this network allowed distribution of the survey to extend nationwide in an effort to collect data reflective of the state of transit for people with disabilities across the country. Each regional ADA Center distributed the survey invitation email to community groups including disability, transit, advocacy organizations, and service providers as well as to individuals with disabilities. Email recipients were encouraged to forward survey information to any individual with a disability or to any groups serving individuals with disabilities with interest in public transit accessibility issues.

Data Analysis

The SPSS version 21.0 for Windows was used to perform all data analyses. Descriptive statistics were computed for all items, including measures of distribution, central tendency, and variation where applicable. In addition, Pearson's chi-square analyses were conducted to investigate differences between expected and observed results, and all significant tests utilized an alpha threshold of .01.

Results

As previously indicated, a total of 4,161 individuals responded to the branched survey, which asked participants to respond to different questions based on their use of public transportation and paratransit services, and 92% of respondents completed the survey. Demographic information was collected from all participants as part of the current study. Specific information regarding gender, disability status, employment, education, and city size are presented in Table 1.

Table 1. Demographic Information of Respondents.

Characteristic	%	n
Gender		
Male	40.8	1,696
Female	59.2	2,463
Not answered		
Disability status		
Mobility disability	42.5	1,769
Blind/low vision	32.0	1,333
Deaf/hard of hearing	12.3	512
Communication disability	11.7	488
Mental health disability	25.6	1,066
Other	19.4	806
Employment status		
Full time	28.2	1,174
Part time	19.4	808
Self-employed	5.2	217
Student	13.0	542
Volunteer	17.0	709
Unemployed	13.5	563
Retired	10.9	453
Education		
Bachelor's degree	21.1	878
Graduate degree	21.7	902
Associate's degree	7.5	310
Some college	17.5	727
High school diploma	16.0	664
City size		
<50,000	20.9	869
50,000–100,000	14.8	614
101,000–250,000	10.4	431
250,001–1,000,000	11.8	493
1,000,000+	11.0	459

Public Transportation

Initial results provide a description of the type of use of public transportation by individuals with disabilities. In the past year, 36.7% of respondents indicated they rely on public transportation, whereas 20.1% reported frequent use, 17.9% occasional use, and 15.6% indicated rare use. The most common form of public transportation utilized by respondents was the bus (74.0%), followed by paratransit services (35.6%), taxis (28.9%), light rail (21.2%), and subways (19.5%).

More important, the current survey provided detailed information regarding barriers encountered by individuals with disabilities when using public transportation. Table 2 depicts the frequency of barriers cited by all respondents when using public transportation in the previous 12 months to the administration of the survey, in descending order.

Further analysis uncovered significant differences in the experience of barriers in public transportation according to type of disability. When compared with other disability

Table 2. Public Transportation Barriers Encountered by Disability Type ($N = 4,161$).

Type of barrier	All	Vision	Hearing	Communication	Mobility	Mental/learn
Inadequate transit system	47.9% (1,994)	58.9%*	44.1%	45.7%	47.9%	47.3%
Drivers not calling out stops	30.2% (1,257)	53.1%*	33.0%	20.5%	22.3%	21.4%
Inappropriate driver attitude	26.7% (1,111)	31.8%*	29.3%	27.0%	29.9%*	23.6%
No accessible route to stop/station	26.0% (1,080)	31.4%*	23.2%	24.6%	29.6%*	23.6%
Climate conditions	25.2% (1,050)	25.1%	24.0%	26.6%	34.8%*	24.2%
Drivers lack of knowledge	23.0% (957)	31.4%*	21.5%	24.4%	25.9%*	17.5%
Inability to navigate public system	20.1% (838)	22.1%	22.5%	27.7%*	19.0%	25.9%*
Inaccessible stop/station	19.8% (825)	20.0%	17.8%	17.8%	26.9%*	15.7%
Gap or step to vehicle	18.9% (788)	21.2%	18.0%	13.3%	28.8%*	14.3%
Problems with lifts	17.2% (717)	8.8%	13.3%	18.2%	34.0%*	11.1%
Vehicle full	14.7% (612)	11.1%	18.0%	16.4%	23.1%*	13.8%
Drivers refuse to stop	14.1% (588)	18.5%*	12.9%	9.0%	13.9%	13.6%
Not eligible for paratransit	8.1% (337)	7.3%	7.6%	12.3%*	9.2%	10.5%*
Unable to secure wheelchair	7.6% (315)	3.8%	6.1%	11.3%*	15.4%*	5.0%
Service animal problems	5.6% (232)	10.2%*	9.2%*	4.5%	5.5%	3.7%
Wheelchair is too big/heavy	3.3% (138)	2.4%	3.3%	4.1%	6.6%*	2.5%
No barriers	12.1% (502)	8.4%	10.2%	16.2%	9.3%	16.8%

Note. Percentage for all disability types equals the proportion of respondents who encountered this barrier in the past 12 months; respondents could check multiple responses if more than one barrier was encountered. For each disability type, indicated significance denotes higher percentages in the experience of that barrier when compared with other disability types.

* $p < .01$.

types using chi-square tests of independence, individuals who are blind or have low vision reported significantly elevated rates of certain barriers. Individuals who are deaf or hard of hearing reported similar rates of barriers when compared with other disabilities, with the exception of increased reports of problems with service animals compared with those with other types of disabilities. Individuals with communication disabilities reported elevated rates of wheelchair securement issues, ineligibility for paratransit services, and inability to navigate public transit systems. Respondents with mobility disabilities showed significantly higher rates of most barriers to public transportation, whereas participants with mental health disabilities reported slightly lower rates of most barriers with the exception of significantly higher rates in the inability to navigate the public transit system and not being eligible for paratransit. Table 2 provides a comprehensive review of all the barriers to public transportation according to disability type.

Results also indicated additional differences between urban and rural public transportation as defined by the 2010 Census classification of "urbanized areas," an area of 50,000 or more people (U.S. Census Bureau, n.d.). Urbanized areas had significantly elevated rates of drivers not calling out stops (34.5% vs. 25.1%), $\chi^2(1) = 24.57, p < .01$; vehicles being too full or wheelchair areas occupied (16.7% vs. 11.3%), $\chi^2(1) = 14.04, p < .01$; drivers lacking knowledge (25.9% vs. 16.9%), $\chi^2(1) = 27.67, p < .01$; and inappropriate driver attitude (28.2% vs. 20.4%), $\chi^2(1) = 19.59, p < .01$, whereas nonurbanized (rural) areas had

significantly higher rates of not being eligible for paratransit services (11.3% vs. 7.1%), $\chi^2(1) = 14.09, p < .01$.

Complementary Paratransit Services

In addition to barriers to public transportation services, the current study also investigated barriers to paratransit services. Of the initial sample for the current study, 36.1% of the participants reported utilizing complementary paratransit services in the last 12 months, and as a result, 1,503 serves as the sample size for this section. Initial results indicate 65.6% of these respondents use paratransit services more than once a month, and 31.6% use it more than two times a week. Respondents also report using paratransit services for general access to the community (51.6%), completion of important daily activities (i.e., medical appointments; 48.8%), and transportation to work (36.3%), whereas 13.7% of respondents report paratransit services as their exclusive form of transportation.

Similar to public transportation services, a large majority of respondents reported some type of barrier to the use of paratransit services. Table 3 provides a description of specific barriers and related frequency as experienced by people with disabilities when using paratransit services. Results also indicate significant differences in the experience of barriers to paratransit services based on disability type. When compared with other disability types, individuals who are blind or have low vision reported significantly higher rates of the pick-up window being missed and

Table 3. Paratransit Service Barriers Encountered by Disability Type (N = 1,503).

Type of barrier	All	Vision	Hearing	Communication	Mobility	Mental/learn
Scheduling problems	54.7% (822)	58.6%	58.8%	54.4%	59.3%*	51.8%
Long wait times	49.8% (749)	53.1%	52.3%	49.7%	51.0%	47.3%
Pick-up window missed	36.0% (541)	42.9%*	38.6%	34.7%	34.9%	33.5%
On bus for too long	35.1% (527)	37.5%	36.6%	33.2%	36.7%	30.4%
Inadequate times of service	32.2% (484)	36.6%*	36.6%	30.1%	31.3%	31.0%
Inappropriate driver attitude	29.4% (442)	32.5%	37.9%	30.6%	29.4%	30.0%
No-show policies	18.3% (275)	19.9%	19.6%	22.8%	17.7%	20.8%
Removed from eligibility	4.5% (67)	4.5%	7.8%	7.8%	4.2%	7.3%*
No barriers experienced	13.6% (205)	10.8%	12.4%	11.9%	13.9%	15.3%

Note. Percentage for all disability types equals the proportion of respondents who encountered this barrier in the past 12 months; respondents could check multiple responses if more than one barrier was encountered. For each disability type, indicated significance denotes higher percentages in the experience of that barrier when compared with other disability types.

* $p < .01$.

inadequate times of service for individual needs. Individuals with mobility disabilities reported significantly higher rates of barriers in scheduling and negotiating reservations, and those with mental health disabilities reported significantly higher rates of being removed from eligibility for paratransit services. Individuals who are deaf or hard of hearing and those with communication disabilities reported no significant differences in barriers to paratransit services at the threshold level. Table 3 provides a comprehensive review of these results.

Results also indicate significant differences between barriers to paratransit services experienced by urbanized and nonurbanized users. Specifically, paratransit users in urban areas show elevated rates of their pick-up window being missed (39% vs. 30.3%), $\chi^2(1) = 6.71, p < .01$; inappropriate driver attitudes (32.3% vs. 20.8%), $\chi^2(1) = 13.28, p < .01$; long wait times due to the window of availability (52.4% vs. 41.9%), $\chi^2(1) = 9.11, p < .01$; and being on the vehicle too long during trips (39.7% vs. 25.4%), $\chi^2(1) = 18.31, p < .01$.

Discussion

The present study explored the primary barriers that are experienced by people with disabilities who use public transportation and complementary paratransit services in their daily lives. Although public transportation is frequently used and in many cases relied upon by people with disabilities, substantial barriers persist. These most significant barriers to public transportation and complementary paratransit services continue to negatively affect active community participation. The findings reflect a need for changes to existing physical environments, systems, and attitudes to afford equal access and opportunity to public transportation. The perspective offered here may provide insight to guide public priorities, funding, and decision making in an attempt to reduce transportation concerns and

inequalities for people with disabilities (Rosenbloom, 2007).

Barriers to Public Transportation

Although the ADA paved the way for change in public transportation, it is evident that existing facilities and systems are still not meeting the needs of people with disabilities. Nearly half (47.9%) of the respondents reported the public transportation system was inadequate, meaning that it did not get them where they needed to go, when they needed to get there, and in a reasonable amount of time. Further compounding the problem, many said that routes to stops and stations were inaccessible (26%), along with inaccessible stops and stations themselves (20%). The observations of the survey are paralleled by findings from the NCD (2015) and highlight the persistence of these problems. For people with disabilities who rely on public transportation, this directly and adversely affects autonomy, community participation, and socioeconomic position.

Results also indicate three out of the top six barriers to public transportation experienced by people with disabilities were related to characteristics of the driver, including drivers not calling out stops, inappropriate driver attitude, and driver's lack of knowledge. Alerting passengers about upcoming stops is a basic necessity for travel, and was reported as a barrier by more than 30% of respondents. The driver's lack of knowledge, which was frequently cited as a barrier, encompasses factors such as understanding disability etiquette and needs of specific disability types, alternate communication strategies, and proper use of assistive equipment on public transit vehicles. Without sufficient training and knowledge, drivers are unable to properly assist individuals with disabilities, creating further challenges and potentially leading to frustrating or embarrassing incidents.

As evidence from literature suggests, societal attitudes remain a significant barrier for people with disabilities

(Chan, Livneh, Pruett, Wang, & Zheng, 2009), despite laws prohibiting discrimination in public transportation services. An inappropriate driver attitude was a significant barrier reported by more than a quarter of participants, and this barrier was disproportionately higher for people living in urban environments. These results are consistent with research showing some bus drivers expected people with disabilities to be “difficult passengers” and admitted to feeling insecure when interacting with them (Tillman, Stoppler, Kvas, & Monniger, 2013). These negative attitudes or prejudice toward people with disabilities may contribute to behaviors that are discriminatory (Chan et al., 2009) and are felt as barriers by those with disabilities.

The results indicate people who are blind/have low vision and people with mobility impairments/used wheelchairs experience a higher number of barriers to public transportation than other disability categories, suggesting greater need for interventions related to these populations. In many cases, barriers were related to features of specific disabilities, such as people who are blind/have low vision having greater service animal issues and not being alerted to stops. Unexpectedly, participants who are blind/have low vision and those with mobility disabilities/wheelchairs also experience more problems with drivers than other disability types (driver’s attitudes and lack of knowledge). This is likely related to the visibility of the disability and subsequent stigma formation (Livneh & Wilson, 2003).

Barriers to Complementary Paratransit Services

Results of the current study also indicate that people with disabilities who utilized paratransit services reported frequent barriers. Specifically, more than one third of respondents indicated issues with scheduling reservations, long wait times, drivers missing pick-up windows, and lengthy travel times, and results from the current study parallel findings from the NCD (2015). The source of these problems may be inadequate funding, resulting in providers being understaffed, lacking the sophistication to manage door-to-door service in a consistent and effective manner, and being overloaded with passengers. The ADA requirement of complementary paratransit service is an unfunded federal mandate, leaving funding decisions and support to state and local governments. Complementary paratransit systems appear to be more overwhelmed in higher demand, urban environments, as evidenced by the results indicating elevated rates of barriers in these locations. These barriers are likely connected to increasing cost for services at a time when the demands are growing and funding is increasingly scarce (Denson, 2015).

Individuals with disabilities who rely on paratransit services typically have to schedule and plan out their activities well in advance to receive transportation services. Despite these efforts, many people with disabilities still frequently

encounter barriers, such as those described above. Many individuals with disabilities find complementary paratransit services are undependable and typically arrive late or not at all (Scheer, Kroll, Neri, & Beatty, 2003). As a result, individuals with disabilities may fail to engage in social events, obtain or maintain employment, attend to health care needs, or participate in recreational activities, which clearly prevent full participation in a community (Anaby et al., 2013; Jansuwan et al., 2013).

Limitations

Although the sample size for the current study was large, it was a convenience-based sample, which affects the generalizability of results. In addition, data were collected using an online survey, and as a result, individuals with disabilities who do not have access to a computer were not included in the sample. More specifically, the sample for the current study may have been skewed as a result of the survey methodology. The sample included participants with a higher level of education and increased rate of employment, as compared with the general population and current employment statistics for individuals with disabilities (Kraus, 2015; U.S. Census Bureau, 2016). The sample also included a larger percentage of individuals with mobility disabilities and people who are blind/have low vision. The sample also did not include individuals with intellectual disabilities (IDs) due to limited reading proficiencies among this population. The research design was descriptive in nature, and as a result, interpretations cannot be made regarding predictive or casual relationships among variables. In addition, data were only collected from individuals with disabilities, and as result, comparisons cannot be made with the experience of people without disabilities who use public transportation. Measurement was also exclusively self-report, which presents a certain degree of bias and error that must also be taken into account.

Implications for Policy Development

Despite legislation mandating accessible public transportation for individuals with disabilities, the current transportation system continues to present significant barriers. Individuals with disabilities may choose not to travel to avoid these problems, and others may struggle to meet their daily needs due to significant barriers in the transportation system (Christensen, 2014; U.S. Department of Transportation & Bureau of Transportation Statistics, 2003). As a result, changes need to be made to improve accessibility of public transportation across the nation, and these changes must be enforced by state and local governments. In addition, attention must be paid to shifts in demographic groups, which enhance the significance of barriers to the public transportation system. More specifically, the

population of older adults is expected to double by 2050 (Ortman, Velkoff, & Hogan, 2014), which will further highlight physical barriers to public transportation including inaccessible stops and stations. In addition, the population of nonnative English speakers in the United States nearly tripled from 1980 to 2010, and is expected to further increase in coming years (Ryan, 2013), which will increase the need for alternate communication strategies in public transportation systems. Demographic shifts such as these must be incorporated into future planning and policy development.

Advanced technology. Of the areas in need of reform, being alerted to upcoming stops is a frequent and substantial barrier for many people with disabilities using public transportation. This modest hurdle could be addressed through combined efforts of vehicle modifications and assistive technology. Public transportation vehicles could be equipped with stop signals and text to alert passengers with auditory disabilities. In addition, personal assistive devices and applications (e.g., cell phone applications) could be developed to provide feedback directly to the individual. Cell phone applications (i.e., apps) are currently being evaluated for utility in planning travel routes, reading and understanding signs, and calculating the time to get to your destination (Gallup, Lamothe, & Gallup, 2015). Carmien et al. (2005) initiated a "Mobility-for-All" project, which utilized global positioning system (GPS) to provide mobile prompts for bus stops with the goal of assisting people with cognitive disabilities to become independent commuters. Using similar protocol, an app could be developed with GPS or locator signaling to help people identify each public transit stop to address these significant barriers.

Professional development. Results of the current study also indicate a strong need for additional training programs for drivers and other personnel, which could address the accessibility needs of specific disabilities and the importance of clear and consistent calls at all stops. The resolution of attitudinal barriers is a much more challenging task, which cannot be "fixed" through any single action, but rather through deliberate forward progress in public education and advocacy efforts. Chan et al. (2009) cite evidence for using multidimensional strategies around (a) increasing contact, (b) education, (c) social influence, (d) disability simulations, (e) protests, (f) political efforts, and (g) impression management to decrease the impact of negative attitudes toward individuals with disabilities. These principles can be used in the public transportation systems by creating training interventions for all drivers of public transportation vehicles, which will address and begin to change negative attitudes toward people with disabilities. In a qualitative study of drivers' attitudes toward people with IDs, Tillman et al. (2013) concluded that bus drivers are an essential part

of the social support system for people with ID, and valid information, communication, and social interaction skills training should be required additions to training programs. It may prove useful to initially implement trainings in urban environments based on findings from the present study indicating drivers' negative attitudes were of more consequence in urban areas for those who are blind or have low vision and for those with mobility impairments or who used wheelchairs.

With attention to the implications previously discussed, the implementation of specific policy recommendations is an essential next step in improving accessibility to public transportation. For example, creating outreach programs for key stakeholders will allow service providers to develop a complete understanding of barriers to public transportation in specific regions. These programs may include opportunities for drivers and riders of public transportation to discuss resolutions in an open, public forum. Incorporating strategies such as contact, education, and social influence may target negative attitudes toward individuals with disabilities and further improve these opportunities for policy development (Chan et al., 2009). Policy recommendations must also address the use of public transportation in emergency evacuations to assist individuals with disabilities. As previous research indicates, emergency planning and preparedness for individuals with disabilities is lacking in many communities across the nation (Fox, White, Rooney, & Rowland, 2007), and the use of public transportation must be incorporated into efforts creating and improving emergency plans addressing individuals with disabilities to promote safe and effective evacuations in the event of an emergency.

Implications for Future Research

Future research investigating barriers to public transportation and paratransit services is also needed to address many of the unanswered questions and uncover any changes or improvements made since data collection for the current study in 2009. For example, collecting information regarding public transportation of individuals without disabilities would allow comparisons to be made between individuals with and without disabilities. This examination would also tease out problems inherent to public transportation, rather than problems encountered only by individuals with disabilities. Additional systems-level investigations could examine the cost-effective nature of alternatives to paratransit services. Accessible versions of Uber or Lyft may eliminate some of the barriers identified in this study and may provide a useful alternative. Further investigation of the impact of winter weather on the accessibility of public transportation is also warranted to provide improved services in these regions. Future research could also collect input from individuals with disabilities regarding current

and future policies intended to improve accessibility to public transportation. Focus groups or individual interviews would provide input from key stakeholders and ensure policies lead to improved accessibility.

Conclusion

The current investigation of barriers to public transportation and complementary paratransit services provides an excellent foundation for identification and resolution of significant problems in these systems. Information was collected from 4,161 individuals with disabilities across the nation, and critical feedback was provided. Participants reported physical and attitudinal barriers to public transportation, which affected people with a variety of disabilities. Results from the current study confirm previous reports of barriers to public transportation and complementary paratransit services, and also go further in describing important attitudinal barriers and systems barriers, and identifying differences in barriers for specific disability categories (NCD, 2015), which emphasizes the importance of these challenges. Although passage of the ADA led to significant improvements to physical barriers in the fixed-route systems, individuals with disabilities still experience barriers to public transportation, and improvement efforts have plateaued in the last 10 years (NCD, 2005a). Without more attention to these problems, individuals with disabilities will continue to be denied full community participation, economic stability, and social inclusion.

Opportunities to address accessibility concerns are extensive and include a variety of potential improvements. Equipping public transportation vehicles with stop signals and text will greatly assist passengers with auditory disabilities, and cell phone applications with GPS capabilities could be developed to provide feedback directly to the individual. Trainings for drivers and other personnel, along with outreach efforts to connect key stakeholder groups, may also begin to improve negative attitudes toward individuals with disabilities. Efforts such as these must become a priority to state and local governments to increase accessibility of public transportation, which, in turn, will allow individuals with disabilities to experience full inclusion in their community.

Declaration of Conflicting Interests

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INNOVATIVE IDEAS
EXCEPTIONAL DESIGN
UNMATCHED CLIENT SERVICE

MEETING MEMORANDUM

MEETING DATE: 4/25/2019 **DATE:** 6/6/2019
CLIENT: Ingham County Road Department **WRITTEN BY:** Jason Whitten
PROJECT: Okemos Road Bridge Environmental Assessment
PROJECT #: 1841-6819-00

LOCATION OF MEETING: Meridian Township Hall

PURPOSE OF MEETING: Public Information Meeting

SUMMARY:

The Public Information Meeting (PIM) was held on April 25, 2019 at the Meridian Township Hall from 4:00-8:00 PM. A public notice was published in the Lansing State Journal on April 16 and April 21 and the Towne Courier on April 14 and 21. The meeting was also posted on the Meridian Township and Facebook websites.

The PIM was held in an open house format and conducted by members of the project team which included:

- Bill Conklin, P.E. – Ingham County Road Department (ICRD)
- Kelly Jones, P.E. – ICRD
- Mark Lessens, P.E. – DLZ (Project Consultant)
- Jason Whitten – DLZ

The following exhibits (attached) were presented at the meeting:

1. Welcome
2. How to Provide Comments
3. Project Goals
4. NEPA Process
5. Project Schedule
6. Alternative 1: Reconstruct and Rehabilitate Bridges on Existing Alignment
7. Alternative 2: Build New Bridge on New Alignment - Maintain Camelback Bridge
8. Alternative 3: Build New Bridge on New Alignment – Remove Camelback Bridge
9. Alternative 4: Build New Bridges on Existing Alignment – Remove Camelback Bridge
10. Proposed Cross Sections
11. Example Bridge/Rail Types
12. Illustrative Alternatives Comparison Matrix

Additionally, take-home materials (attached) providing a summary of the project were also provided at the meeting. The meeting was attended by approximately 20 citizens. See attached sign-in sheet.

Seven comment forms were submitted during the meeting (attached). Of the seven comments received, three were in favor of Alternative 3 and two were in favor of Alternative 4. One comment noted “design #3 has the most appeal”, but also noted “saving green median is preferred.” All of the comment forms agreed with the removal of the camelback bridge, with four comments specifically citing the high cost of future maintenance as their reason for recommending removal. In speaking with citizens during the meeting, the project team members noted that the majority of citizens recommended the camelback bridge be removed. One citizen recommended that the camelback bridge remain in place.

Based on comments from representatives of Meridian Township, Alternative 3 has since been modified to convert the left turn lane into a grass median between Mt. Hope Road and the river, as well as a portion of the left turn lane between the river and Clinton Street. Alternative 4 has since been modified to include on-street bike lanes. The updated alternatives are attached to this memorandum.

In addition to the PIM comments, Bill Conklin attended the Meridian Township Board meeting on April 16, 2019 and received a request from a board member to consider the use of ten-foot lanes. In response to this comment, ICRD is required to follow the “Michigan Department of Transportation Local Agency Program Guidelines for Geometrics (MDOT-LAP Guidelines)” 4R standards when constructing new roadways and bridges. This manual provides information and guidelines upon which to base the design of federal and state funded local agency road and bridge projects. The design criteria set forth in the MDOT-LAP Guidelines are established in the American Association of State Highway and Transportation Officials (AASHTO) publication “A Policy on Geometric Design of Highway and Streets 2018, 7th Edition”.

Per the 4R standards of the MDOT-LAP Guidelines, road and bridge projects on the National Highway System (NHS) must be designed, at a minimum, to applicable AASHTO guidelines. Per AASHTO guidelines, lane widths may vary from 10 to 12 feet. Lane widths of 10 feet may be used in more constrained areas where truck and bus volumes are relatively low, and speeds are less than 35 mph. Lane widths of 11 feet are used quite extensively for urban arterial street designs. The 12 foot lane widths are desirable, where practical, on high-speed, free-flowing, principal arterials.

Okemos Road is classified as an urban arterial on an NHS route and has an ADT of approximately 31,000 vehicles with a moderate amount of bus and truck traffic. Okemos Road currently provides 11-foot lanes south of the Okemos Road/Mt. Hope Road intersection. Additionally, north of the project area, 11-foot lanes have been recommended as part of the Downtown Okemos Redevelopment Project, which will provide 11-foot lanes on southbound Okemos Road to receive planned dual left turn traffic from westbound Hamilton Road to southbound Okemos Road, but will keep existing 10-foot wide northbound lanes. Eleven-foot lanes are also recommended with the proposed bike lanes and existing curvature of the roadway just north of the bridges to avoid vehicle crowding due to curvature related vehicle off-tracking and related crowding of the bike lanes. Transition from 11 to ten-foot lanes northbound would be provided north of the curves north of the bridges.

Based on the MDOT guidelines, AASHTO, road classification, ADT, and the existing/proposed lane widths adjacent to the project area, 11-foot lanes are recommended for the proposed road and bridge improvements.

**Welcome to
The Okemos Road Bridge
Improvement Project
Public Information Meeting
April 25, 2019**



How to Provide Comments

- 1. Fill Out Public Comment Form at Tonight's Public Information Meeting**
- 2. Speak to a Project Team Member at Tonight's Meeting**
- 3. Email Comments to Bill Conklin at WConklin@ingham.org**
- 4. Attend Public Hearing in the Fall**

PROJECT GOALS

Primary purposes of the project are to:

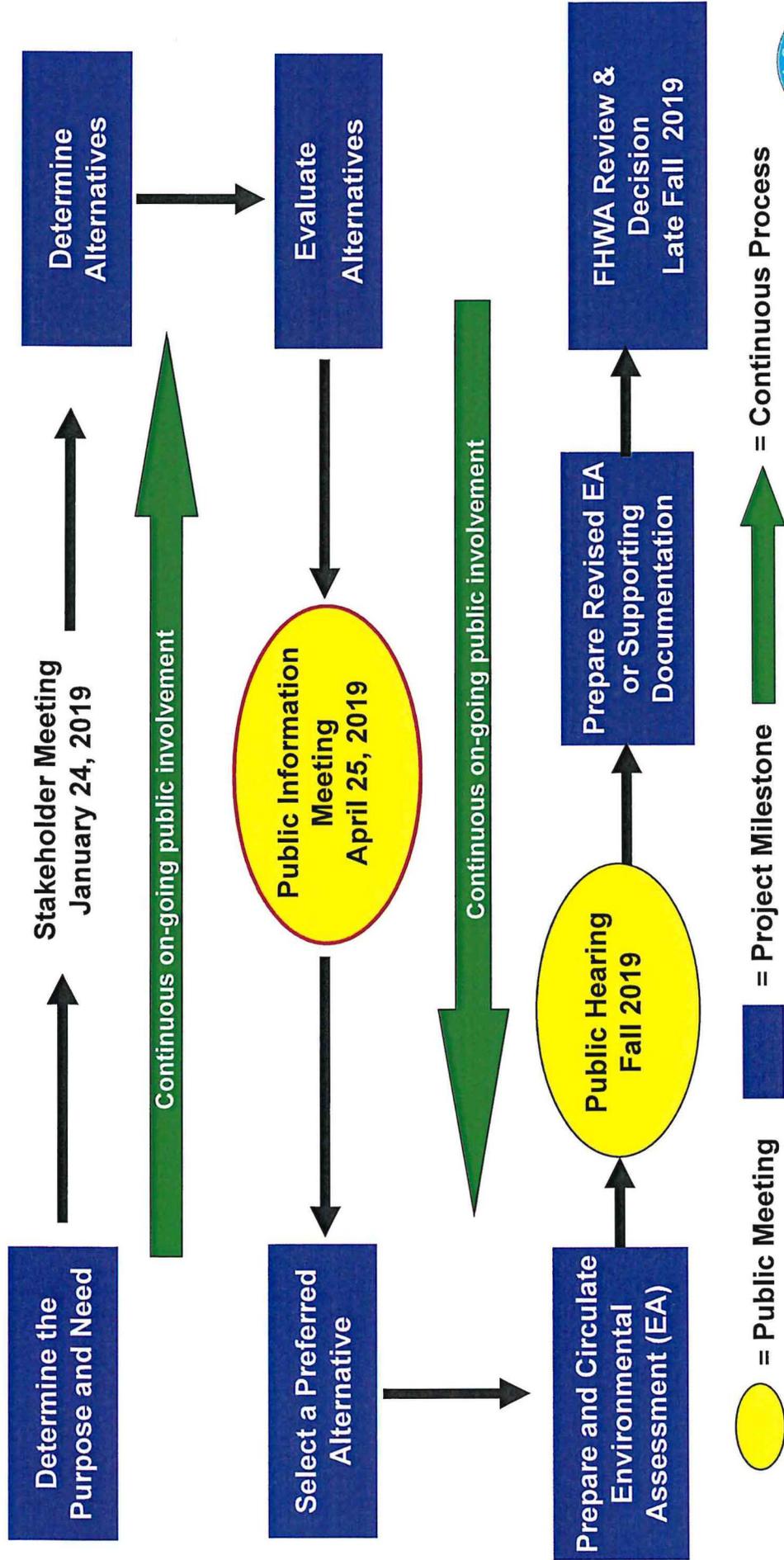
- Replace and/or rehabilitate the functionally obsolete and structurally deficient bridges over the Red Cedar River
- Maintain safe and efficient traffic flow of vehicles, bicycles, and pedestrians

Secondary purposes of the project are to:

- Address the existing undesirable hydraulic conditions relating to bridges' geometry and skew in relation to the river channel
- Improve motorized and non-motorized access to Wonch Park and Ferguson Park

THE NEPA PROCESS*

*The National Environmental Policy Act (NEPA) of 1969 study process for an Environmental Assessment (EA) typically includes these steps.



Schedule subject to change pending MDOT / FHWA approval process



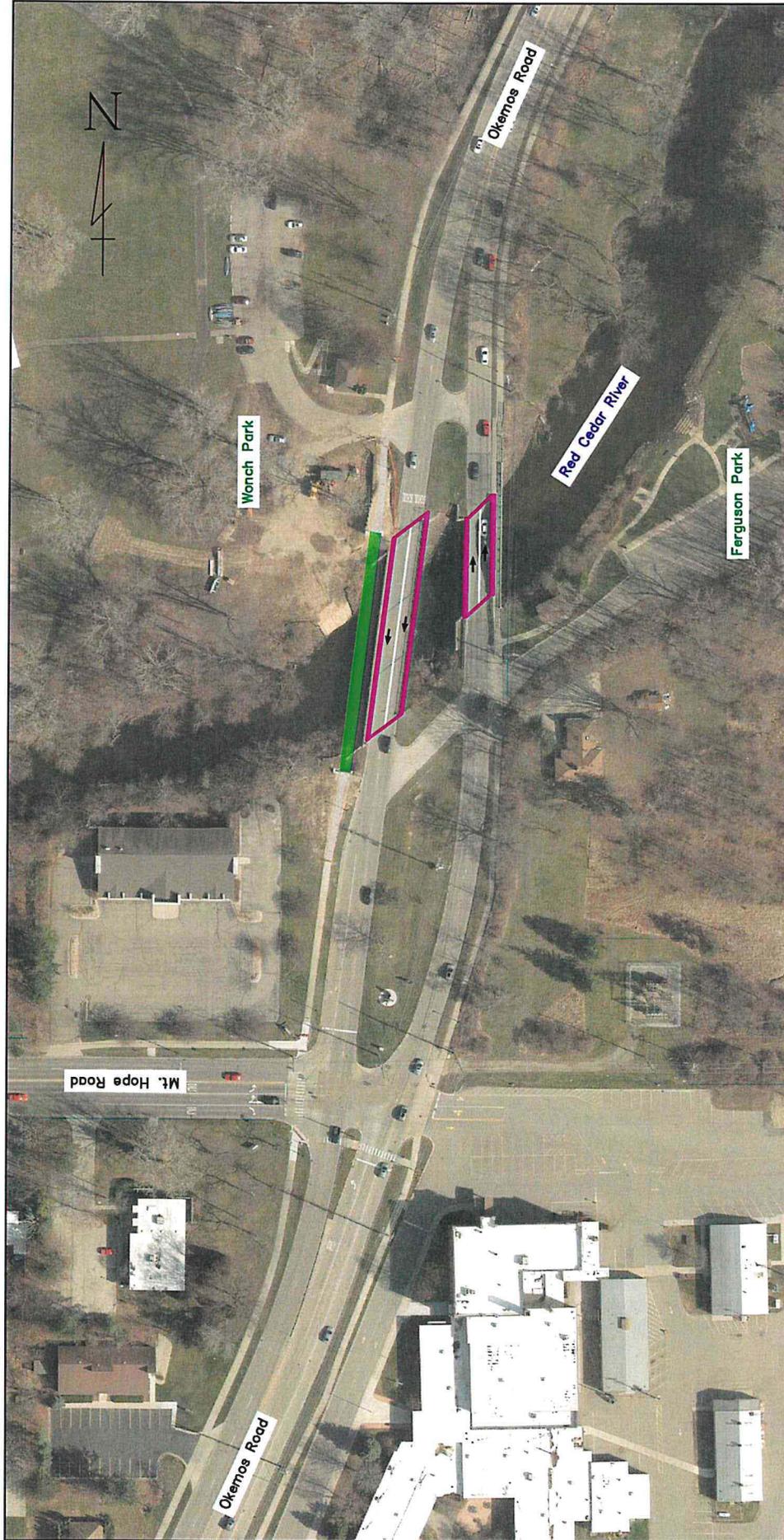
PROJECT PROCESS/SCHEDULE

Project Start	July 2018
Identification of Alternatives	January 2019
Evaluation of Alternatives	April 2019
Public Information Meeting	April 25, 2019
Selection of Preferred Alternative	May 2019
Data Collection / Fieldwork for EA Completed	June 2019
Environmental Assessment	August 2019
Public Hearing	Fall 2019
FHWA Approval/Decision	Winter 2019/2020
Preparation of Construction Documents	Fall/Winter 2020
Construction Start	Spring 2021



Schedule subject to change pending MDOT / FHWA approval process





OKEMOS ROAD BRIDGE
IMPROVEMENT PROJECT
ENVIRONMENTAL ASSESSMENT



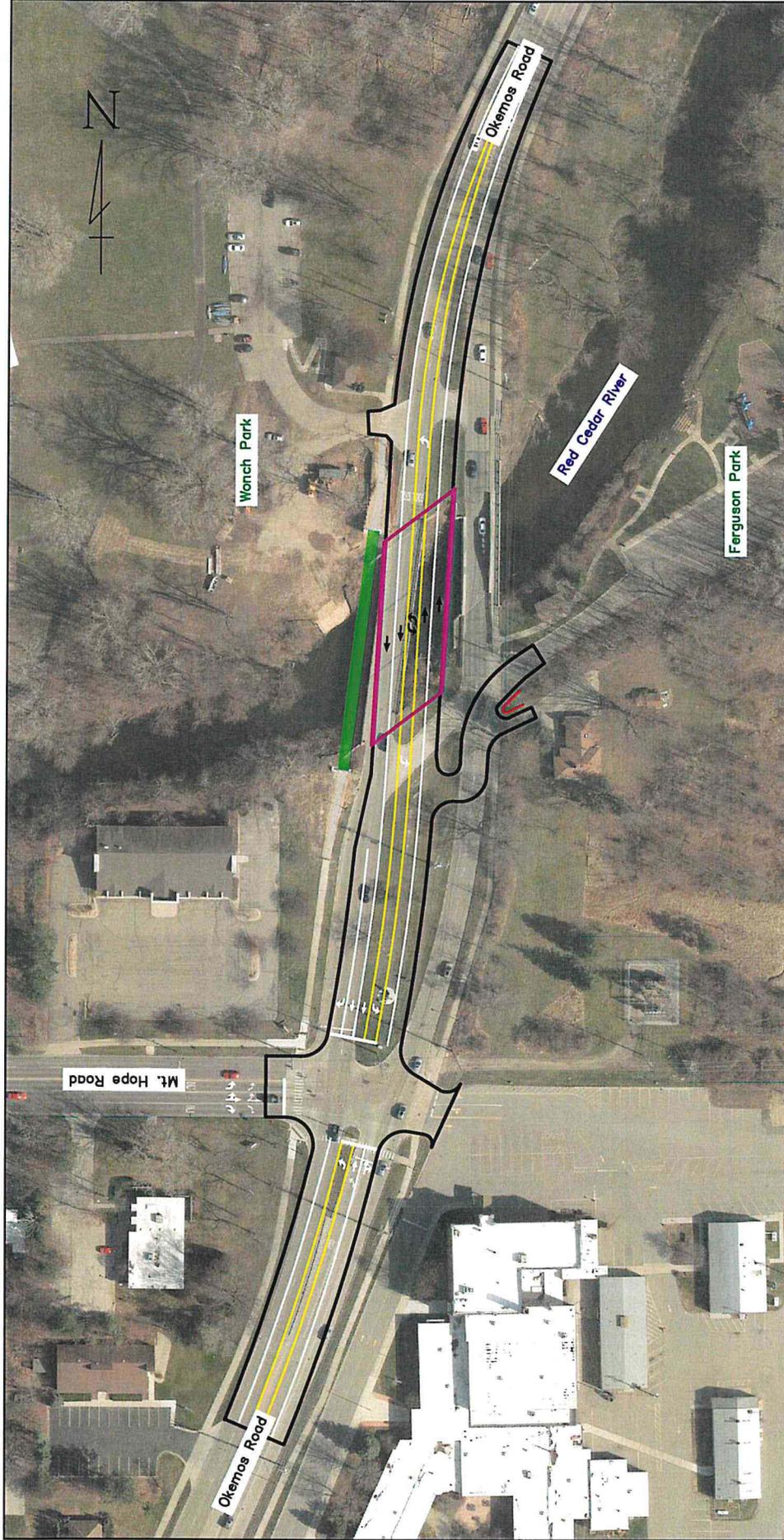
FIGURE 1
ALTERNATIVE 1



June 2109

LEGEND

- | | | | |
|---|----------------------------|---|---------------------------|
|  | EXISTING PEDESTRIAN BRIDGE |  | PROPOSED BRIDGE WORK |
|  | EXISTING RIGHT-OF-WAY |  | PROPOSED ROADWAY |
|  | EXISTING SIDEWALK |  | PROPOSED PAVEMENT MARKING |
|  | PROPOSED SIDEWALK |  | PROPOSED RETAINING WALL |



OKEMOS ROAD BRIDGE
IMPROVEMENT PROJECT
ENVIRONMENTAL ASSESSMENT



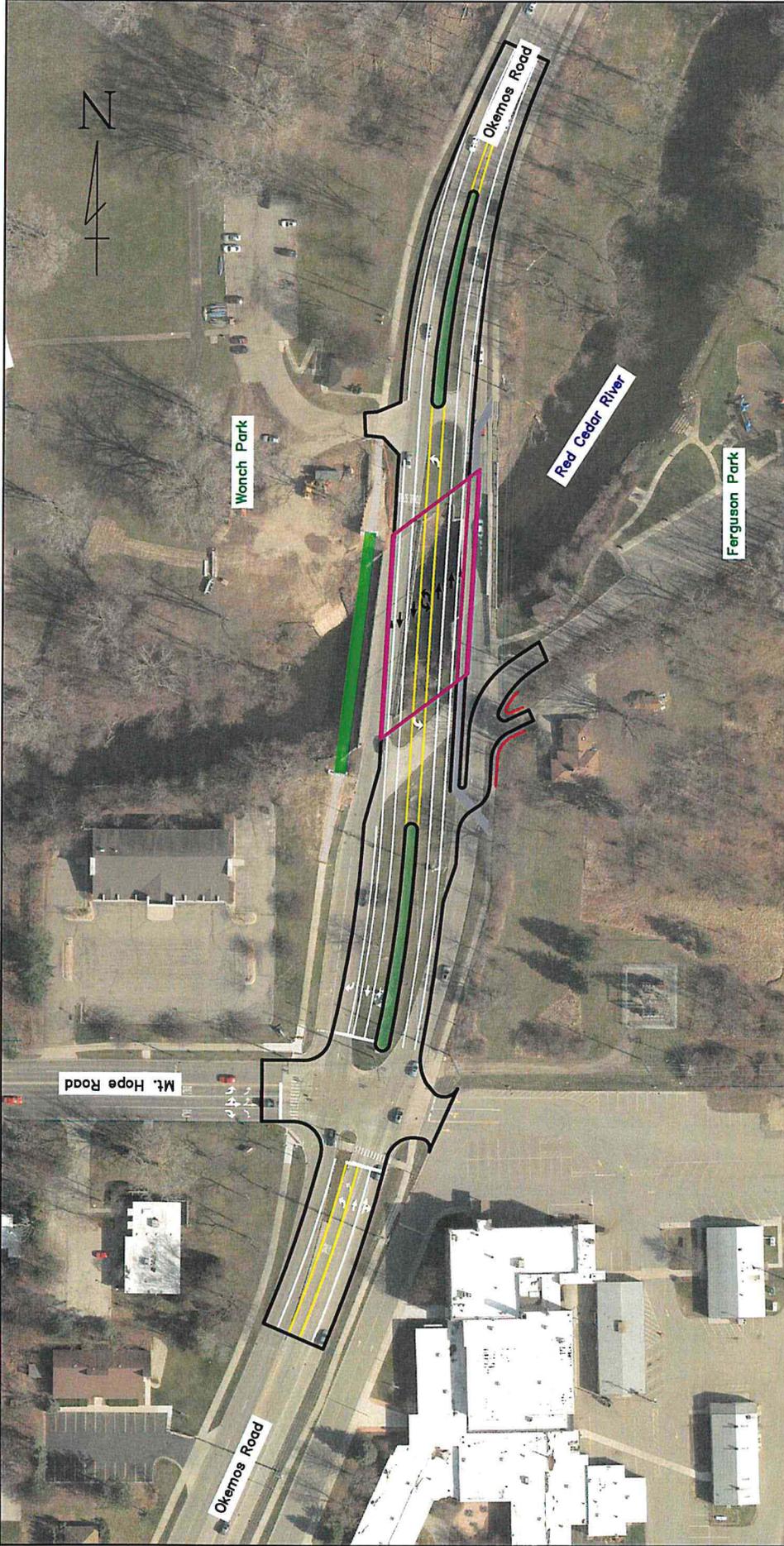
FIGURE 2
ALTERNATIVE 2



June 2109

LEGEND

-  EXISTING PEDESTRIAN BRIDGE
-  EXISTING RIGHT-OF-WAY
-  EXISTING SIDEWALK
-  PROPOSED SIDEWALK
-  PROPOSED BRIDGE WORK
-  PROPOSED ROADWAY
-  PROPOSED PAVEMENT MARKING
-  PROPOSED RETAINING WALL



OKEMOS ROAD BRIDGE
IMPROVEMENT PROJECT
ENVIRONMENTAL ASSESSMENT



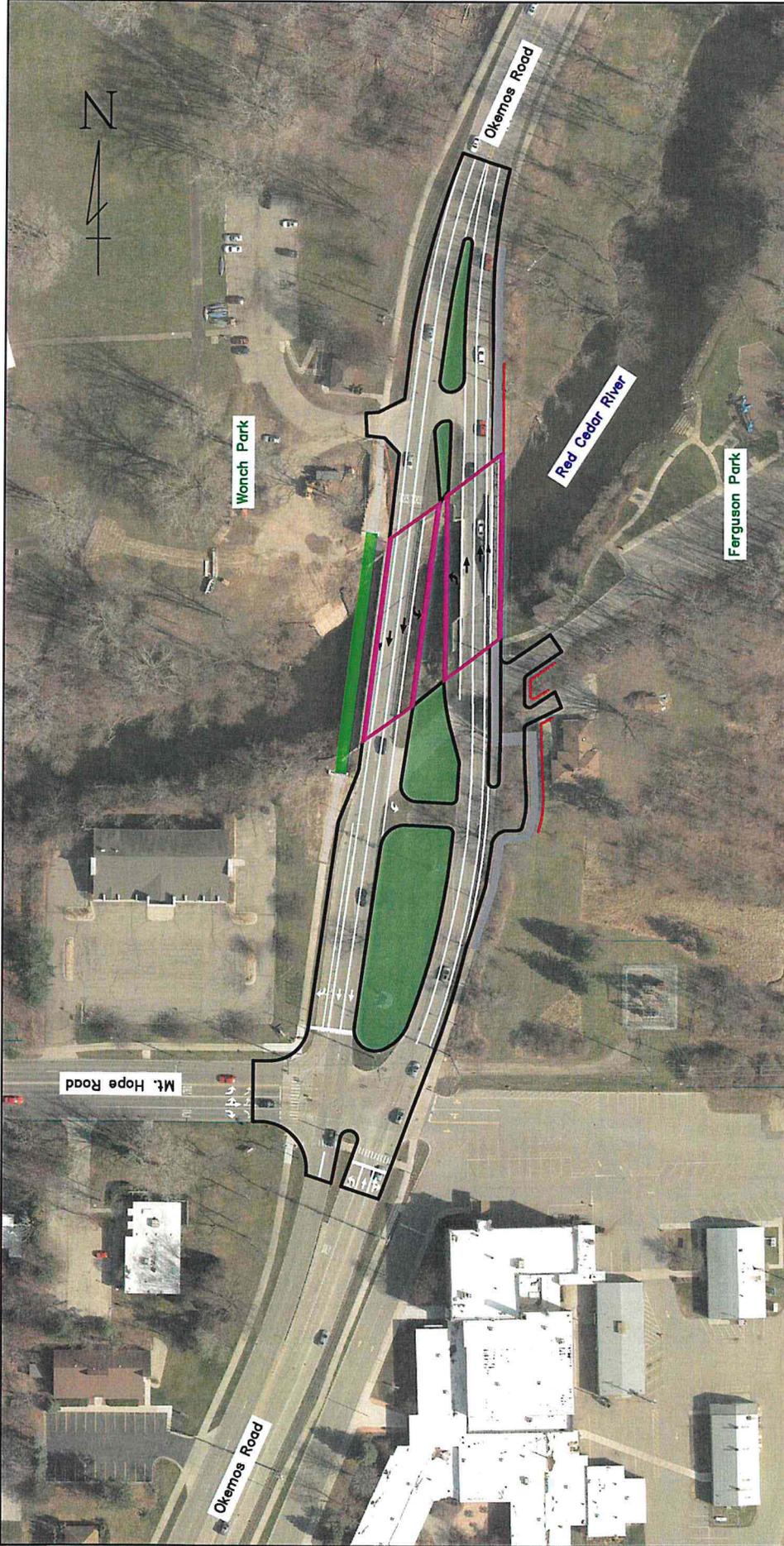
FIGURE 3
ALTERNATIVE 3



June 2109

LEGEND

-  EXISTING PEDESTRIAN BRIDGE
-  EXISTING RIGHT-OF-WAY
-  EXISTING SIDEWALK
-  PROPOSED BRIDGE WORK
-  PROPOSED ROADWAY
-  PROPOSED PAVEMENT MARKING
-  PROPOSED RETAINING WALL
-  PROPOSED SIDEWALK



OKEMOS ROAD BRIDGE
IMPROVEMENT PROJECT
ENVIRONMENTAL ASSESSMENT



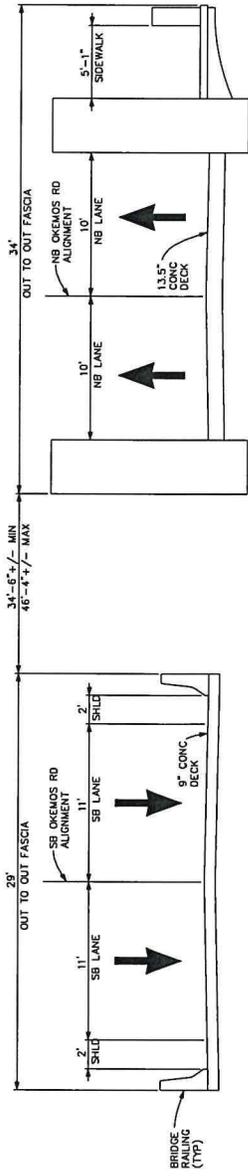
FIGURE 4
ALTERNATIVE 4



June 2109

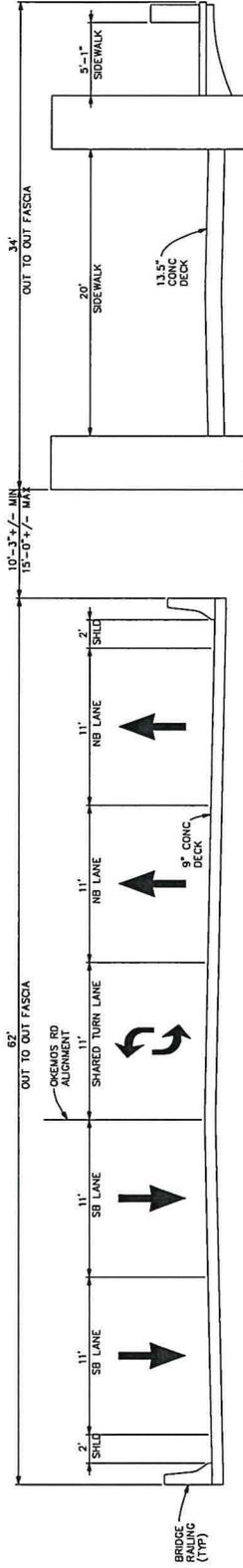
LEGEND

- █ EXISTING PEDESTRIAN BRIDGE
- █ EXISTING RIGHT-OF-WAY
- █ EXISTING SIDEWALK
- █ PROPOSED SIDEWALK
- █ PROPOSED BRIDGE WORK
- █ PROPOSED ROADWAY
- █ PROPOSED PAVEMENT MARKING
- █ PROPOSED RETAINING WALL



ALTERNATIVE 1

LOOKING NORTH



ALTERNATIVE 2

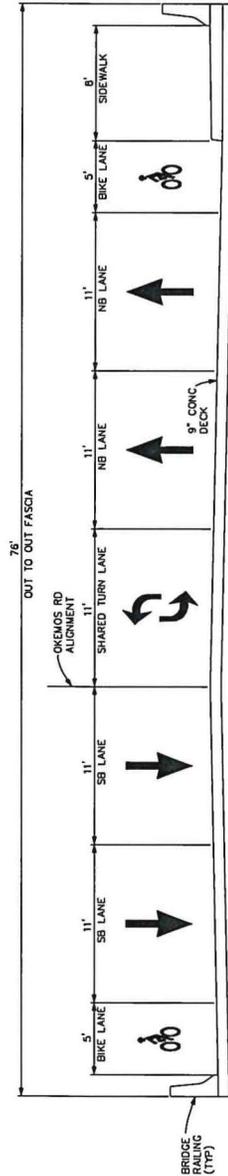
LOOKING NORTH

OKEMOS ROAD BRIDGE
IMPROVEMENT PROJECT
ENVIRONMENTAL ASSESSMENT

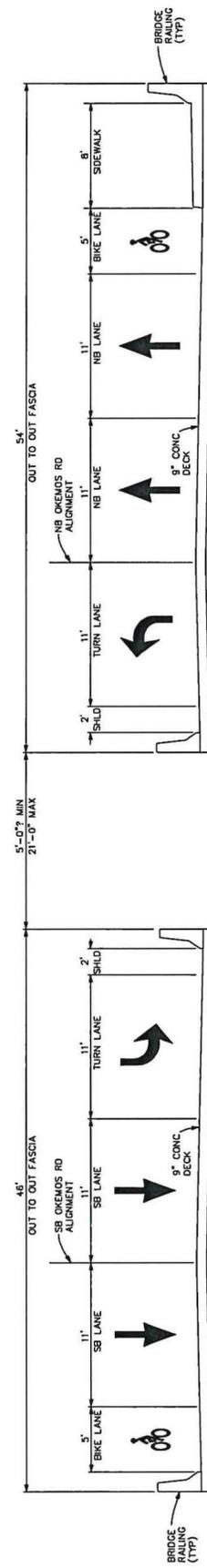


FIGURE 5
PROPOSED ALTERNATIVE CROSS SECTIONS

June 2109



ALTERNATIVE 3
LOOKING NORTH



ALTERNATIVE 4
LOOKING NORTH

OKEMOS ROAD BRIDGE
IMPROVEMENT PROJECT
ENVIRONMENTAL ASSESSMENT



FIGURE 6
PROPOSED ALTERNATIVE CROSS SECTIONS

APRIL 2019

ALTERNATIVES EVALUATION

Alternatives				
Evaluation Criteria	Alternative 1 Reconstruct and Rehabilitate Bridges on Existing Alignment	Alternative 2 Build New Bridge on New Alignment – Maintain Camelback Bridge	Alternative 3 Build New Bridge on New Alignment – Remove Camelback Bridge	Alternative 4 Build New Bridges on Existing Alignment – Remove Camelback Bridge
Functionality and Structural	Degree to which alternatives address structural deficiencies and meet current design standards	Aesthetic deficiencies of northbound bridge would be rehabilitated. Northbound bridge would not meet current design standards or load requirements but would remain vehicular bridge. The southbound bridge would be reconstructed to meet current design standards.	High Aesthetics deficiencies of northbound bridge would be rehabilitated & adequately restored to serve as a pedestrian bridge. Bridge would retain its integrity. A new single, five-lane vehicular bridge would be constructed to meet current design standards.	High Two new three-lane bridges would be constructed on the existing alignments to meet current design standards. Both bridges would be demolished.
Safety	Degree to which alternatives maintain safe and efficient traffic flow of vehicles, bicycles, and pedestrians along Okemos Road	Low to Moderate Maintains existing roadway/lanes and pedestrian facilities. New southbound bridge would meet current design standards. Northbound bridge would not meet current design standards or load requirements.	High Meets current design standards. Provides left turn lane into parks and provides pedestrian median at Mt. Hope/Okemos intersection.	High Meets current design standards. Provides left turn lane into parks & right-turn lane into Ferguson Park. Maintains pedestrian median at Mt. Hope/Okemos intersection.
Local Access/Community Impacts	Degree to which alternatives impact access to local roads, residences, schools, parks, and businesses	Low to Moderate Maintains existing access to parks via median crossover. Access to residence, school, and business, and Mt. Hope/Okemos intersection remains unchanged. Temporary access impacts during construction.	Low Provides direct access to parks & residence via left turn lane. Mt. Hope/Okemos intersection remains unchanged. Minimal community impacts. Temporary access impacts during construction.	Low to Moderate Provides access to parks & residence via, median crossover, & service drive. Minimal community impacts. Temporary access impacts during construction.
Environmental Impacts	Degree to which alternatives impact surrounding resources (e.g., wetlands, cultural resources, noise, streams, biotic communities, etc.)	Low Minimal environment impacts	Low Minimal environment impacts	Low to moderate Requires demolition of camelback bridge. Temporary grading impact at Wotch Park & permanent right-of-way impacts at Ferguson Park (Section 4(f) & 6(f) impacts). Other environmental impacts minimal.
Right-of-Way Acquisition	Impacts to parcels, businesses, schools, parks, and residences caused by construction of project	Low No residential or business relocations No right-of-way acquisitions	Low to Moderate No residential or business relocations. May require minor right-of-way acquisition at residential home. Would require temporary grading permits at parks & residence.	Moderate No business relocations. May require full acquisition of residence. Temporary grading impact at Wotch Park. Right-of-way acquisition at Ferguson Park.
Planning Level Construction Cost	Includes construction, engineering costs for bridge and roadway improvements. Year 2019 dollars	\$3,032,000	\$5,788,000	\$7,625,000 (does not include cost of right-of-way/residential acquisition, assessed value \$55,600)
Hydraulic Improvements	Degree to which alternatives would reduce restrictions within the river and reduce backwater surface elevations	Low Existing northbound bridge abutments would remain in the river channel, disrupting and restricting natural flow of the river. Results in higher backwater surface elevations, increasing the potential of upstream flooding.	Low Existing northbound bridge abutments would remain in river channel, disrupting and restricting natural flow of river. Results in higher backwater surface elevations, increasing potential of upstream flooding. New bridge would span river channel.	High Northbound bridge abutments would be removed from stream channel, reducing backwater surface elevation. New bridges would span river channel.
Non-motorized Facilities	Degree to which alternatives accommodate bicyclists and pedestrians	Moderate Existing pedestrian bridge on west side of Okemos Road and sidewalk on east of camelback bridge would remain.	Moderate to High Existing pedestrian bridge on west side of Okemos Road would remain. Northbound bridge would be used as pedestrian bridge.	High Existing pedestrian bridge would remain. Provides pedestrian facility on northbound bridge and on-street bike lanes on both bridges. May provide opportunity for pedestrian path between parks under bridge.

Notes: The low/moderate/high rankings provide a qualitative comparison of relative impacts among the alternatives. These rankings were based on the professional judgment of the interdisciplinary project team. The alternative(s) which best address each individual evaluation criteria are highlighted in green.

Okemos Road Bridge Improvement Project

Introduction

An Environmental Assessment (EA) is being undertaken by the Ingham County Road Department (ICRD) to identify and consider the social, economic, and natural environmental (SEE) impacts of the proposed Okemos Road Bridge Improvement Project per the requirements of the National Environmental Policy Act (NEPA) of 1969. The EA will include:

- The purpose of and need for the project
- The alternatives that were considered as part of the study
- The existing social, economic, and environmental conditions in the project area
- The likely impacts and benefits associated with the Preferred Alternative and the No Build Alternative
- Mitigation measures that would minimize any impacts as the result of the Preferred Alternative
- Consultation and coordination that have been conducted with the public and government agencies

Project Need

Currently the existing northbound camelback bridge is:

1. Functionally obsolete (does not meet current design standards for lane or shoulder width)
2. Structurally deficient. The structural deterioration (delaminated, spalling, and cracking girders, deck, and sidewalls, and exposed steel) requires vehicle weight restrictions
3. Crossing the Red Cedar River at a skew, resulting in:
 - a. Bridge abutments protruding into the river channel, disrupting & restricting natural flow of river
 - b. Abutments susceptible to scour
 - c. Higher backwater surface elevations, increasing the potential of upstream flooding.

Currently the existing southbound bridge is:

1. Functionally obsolete (does not meet current design standards for lane or shoulder width)
2. Structurally deficient. The structural deterioration (holes in steel beam, leaking joints, failing paint system, deck delamination, spalling, and cracking) requires vehicle weight restrictions. The southbound bridge underwent emergency superstructure repairs in 2016 to keep the bridge open.

Project Purpose and Need

- Primary purposes of the project are to:
 - ✓ Replace and/or rehabilitate the functionally obsolete and structurally deficient bridges over the Red Cedar River
 - ✓ Maintain safe and efficient traffic flow of vehicles, bicycles, and pedestrians
- Secondary purposes of the project are to:
 - ✓ Address the existing undesirable hydraulic conditions relating to bridges' geometry and skew in relation to the river channel
 - ✓ Improve motorized and non-motorized access to Wonch Park and Ferguson Park



Alternatives Under Consideration

Alternative 1: Reconstruct and Rehabilitate Bridges on Existing Alignment

Alternative 1 includes reconstruction of a new two-lane southbound bridge and rehabilitation of the existing two-lane northbound bridge. Both bridges would continue to be used for vehicles and the Okemos Road alignment would not change. The existing pedestrian bridge on the west side of Okemos Road would remain in place.

Alternative 2: Build New Bridge on New Alignment - Maintain Camelback Bridge

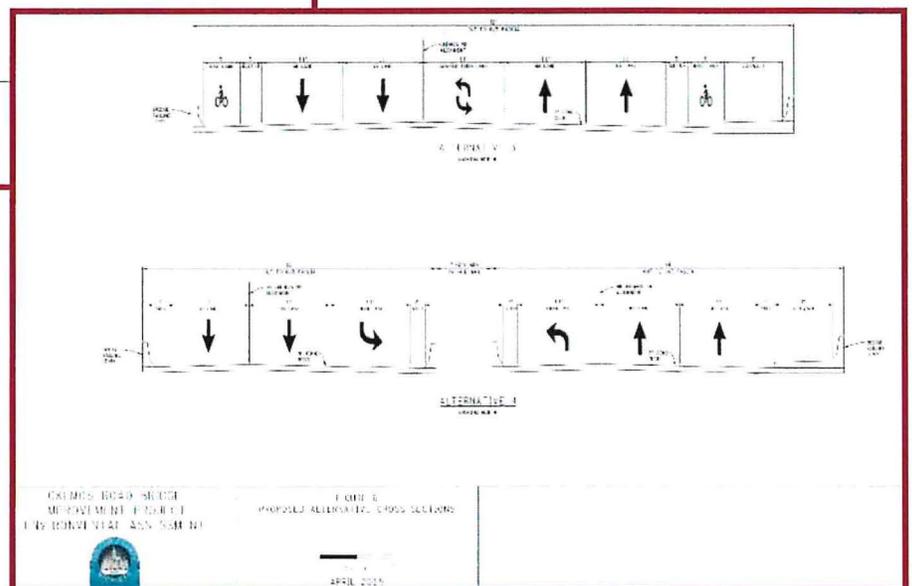
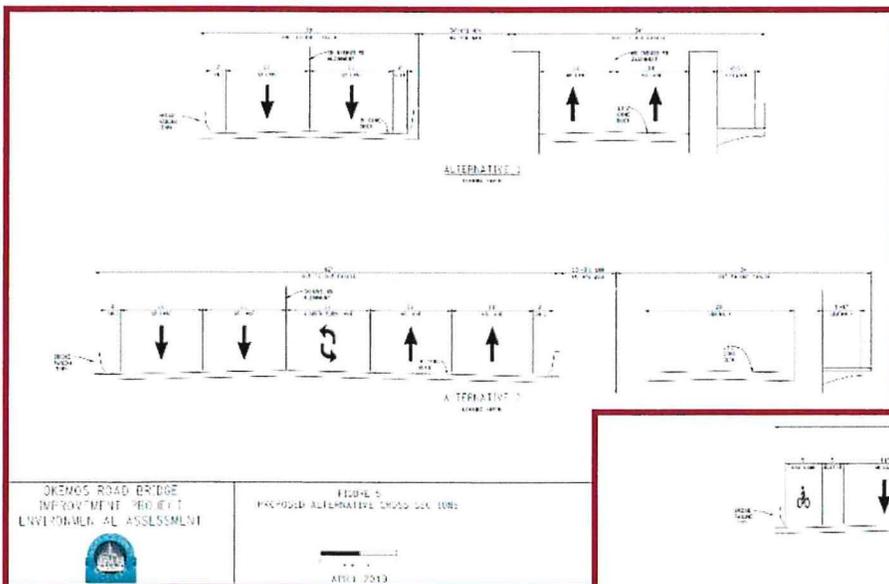
Alternative 2 includes construction of a single five-lane bridge to carry both northbound and southbound traffic. Under this alternative, the southbound bridge would be demolished, and the northbound bridge would be converted for pedestrian use. The new bridge would consist of two travel lanes in each direction and a center left turn lane to provide left turns in either directions (i.e., two-way left-turn lane (TWLTL)). The existing pedestrian bridge on the west side of Okemos Road would remain in place. Under this alternative, Meridian Township would be required to take ownership of the northbound (historic camelback bridge) and would be responsible for future maintenance.

Alternative 3: Build New Bridge on New Alignment – Remove Camelback Bridge

Alternative 3 is the same as Alternative 2 except both existing bridges would be demolished, and five-foot bike lanes with three-foot buffers would be added to both sides of the new bridge. Additionally, a non-motorized facility would be incorporated on the east side of the new bridge for a total width of 82 feet.

Alternative 4: Build New Bridges on Existing Alignment – Remove Camelback Bridge

Alternative 4 proposes to replace both bridges on the existing alignments. Under this alternative, the southbound and northbound bridges would be demolished, and both bridges would consist of two travel lanes in each direction and a left turn lane. The northbound bridge left turn lane would terminate just north of the bridge at the Wonch Park entrance and the southbound left turn lane would extend to the Okemos Road/Mt. Hope Road intersection. Additionally, a non-motorized facility would be incorporated on the east side of the new northbound bridge. The existing pedestrian bridge on the west side of Okemos Road would remain in place.





OKEMOS ROAD BRIDGE REPLACEMENT PROJECT
ENVIRONMENTAL ASSESSMENT

Public Information Meeting Comment Sheet
April 25, 2019

Please use the space below to provide your comments, thoughts, and ideas on the project. Please submit your comments in the comment box located near the exit. Attach additional sheets of paper if you need more space.

Name: LYNNE PAGE Email: page-okemos@gmail.com

Address: 3912 RALEIGH DR

City: OKEMOS State: MI Zip: 48864

Comments:

THANK YOU FOR PREPARING THIS PRESENTATION
IT WOULD BE HELPFUL TO HAVE ALL THE POSTERS
AVAILABLE ONLINE

PRELIMINARILY, AT FIRST GLANCE, I AM IN
FAVOR OF ALTERNATIVE 4 FOR THE FOLLOWING
REASONS:

1. PRESERVATION OF MEDIAN GREENSPACE
2. REMOVAL OF DETERIORATING CAMELBACK BRIDGE
KEEPING THIS BRIDGE IN PLACE AS A PEDESTRIAN
BRIDGE WOULD BE VERY COSTLY FOR THE
TOWNSHIP TO MAINTAIN AND WOULD LIKELY BE
IN DISREPAIR / UNUSEABLE.

Comments may also be sent to Robert Peterson, P.E., Director of Engineering, Ingham County Road Department, 301 Bush Street, P.O. Box 38, Mason, MI 48854 or rpeterson@ingham.org

Comments must be received by May 31, 2019 in order to be part of the official EA comment record



OKEMOS ROAD BRIDGE REPLACEMENT PROJECT
ENVIRONMENTAL ASSESSMENT

Public Information Meeting Comment Sheet
April 25, 2019

Please use the space below to provide your comments, thoughts, and ideas on the project. Please submit your comments in the comment box located near the exit. Attach additional sheets of paper if you need more space.

Name: Dennis Rich Email: dekarich@yahoo.com
Address: 4619 OKEMOS RD
City: OKEMOS State: MI Zip: 48864

Comments: My wife Karen & I both believe the old camel back bridge is an enormous drain on monies. If alternative #3 is implemented it would reduce the problem of scrub brush and trees growing up from the banks of the river between two new bridges as well as eliminate mowing the median.

Comments may also be sent to Robert Peterson, P.E., Director of Engineering, Ingham County Road Department, 301 Bush Street, P.O. Box 38, Mason, MI 48854 or rpeterson@ingham.org

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OKEMOS ROAD BRIDGE REPLACEMENT PROJECT
ENVIRONMENTAL ASSESSMENT

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April 25, 2019

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Name: Vance Paquette Email: _____

Address: 2736 Kent

City: Okemos State: MI Zip: 48864

Comments: Like #4.

Multiple horizontal lines for additional comments.

Comments may also be sent to Robert Peterson, P.E., Director of Engineering, Ingham County Road Department, 301 Bush Street, P.O. Box 38, Mason, MI 48854 or rpeterson@ingham.org

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OKEMOS ROAD BRIDGE REPLACEMENT PROJECT
ENVIRONMENTAL ASSESSMENT

Public Information Meeting Comment Sheet
April 25, 2019

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Name: George KASS Email: forammo@aol.com
Address: 4512 NAKOMA DR.
City: OKEMOS State: MI Zip: 48864

Comments: Eliminate camelback bridge. It is a money drain.
Bikers can use sidewalks, bike lanes are a
waste of taxpayers money. They are a very small
minority
Keep detour time at a minimum. one bridge w/ 2
way traffic better than only 1 way on
Okemos Rd.

Comments may also be sent to Robert Peterson, P.E., Director of Engineering, Ingham County Road Department, 301 Bush Street, P.O. Box 38, Mason, MI 48854 or rpeterson@ingham.org

*****Comments must be received by May 31, 2019 in order to be part of the official EA comment record*****



OKEMOS ROAD BRIDGE REPLACEMENT PROJECT
ENVIRONMENTAL ASSESSMENT

Public Information Meeting Comment Sheet
April 25, 2019

Please use the space below to provide your comments, thoughts, and ideas on the project. Please submit your comments in the comment box located near the exit. Attach additional sheets of paper if you need more space.

Name: Elaine Davis Email: treefrog2049@comcast.net
Address: 4611 Arrowhead
City: Okemos State: MI Zip: 48864

Comments: As an historian and a bridge historian at that, I regret the loss of the last camel-back with a cantilevered sidewalk.

However, the cost of maintenance now & in the future is horrendous.

Thank you for your displays and particular for the photos in the pdf
Good luck.

Comments may also be sent to Robert Peterson, P.E., Director of Engineering, Ingham County Road Department, 301 Bush Street, P.O. Box 38, Mason, MI 48854 or rpeterson@ingham.org

Comments must be received by May 31, 2019 in order to be part of the official EA comment record



**OKEMOS ROAD BRIDGE REPLACEMENT PROJECT
ENVIRONMENTAL ASSESSMENT**

**Public Information Meeting Comment Sheet
April 25, 2019**

Please use the space below to provide your comments, thoughts, and ideas on the project. Please submit your comments in the comment box located near the exit. Attach additional sheets of paper if you need more space.

Name: Jeremy Vanlerberg Email: jvanlerberg@gmail.com
Address: 4650 Jadestone Drive
City: Williamston State: MI Zip: 48895

Comments:

Good informative meeting. I prefer option III with the
concrete arches as aesthetic treatment. The extra road work
is needed to improve pavement surface. Good Luck!

Looking forward to watching this project move forward.

Comments may also be sent to Robert Peterson, P.E., Director of Engineering, Ingham County Road Department, 301 Bush Street, P.O. Box 38, Mason, MI 48854 or rpeterson@ingham.org

*****Comments must be received by May 31, 2019 in order to be part of the official EA comment record*****



OKEMOS ROAD BRIDGE REPLACEMENT PROJECT
ENVIRONMENTAL ASSESSMENT

Public Information Meeting Comment Sheet
April 25, 2019

Please use the space below to provide your comments, thoughts, and ideas on the project. Please submit your comments in the comment box located near the exit. Attach additional sheets of paper if you need more space.

Name: Karen Rich Email: dekarich@yahoo.com
Address: 4619 Okemos Rd
City: Okemos State: _____ Zip: 48864

Comments: I'm looking forward to this road/bridge project. These are my concerns + comments
1. The camelback bridge should not be saved.
2. Your design #3 has most appeal-
3. I would like to see a pedestrian bridge connecting the parks-
4. Controlling the speed of traffic is most important. - 30 MPH!
5. Saving "green median" is preferred-

Comments may also be sent to Robert Peterson, P.E., Director of Engineering, Ingham County Road Department, 301 Bush Street, P.O. Box 38, Mason, MI 48854 or rpeterson@ingham.org

*****Comments must be received by May 31, 2019 in order to be part of the official EA comment record*****

From: Kincaid II, Vance <kincaid@msu.edu>
Sent: Tuesday, June 18, 2019 5:29 PM
To: Conklin, William <WConklin@ingham.org>
Subject: Okemos Road Bridge Project

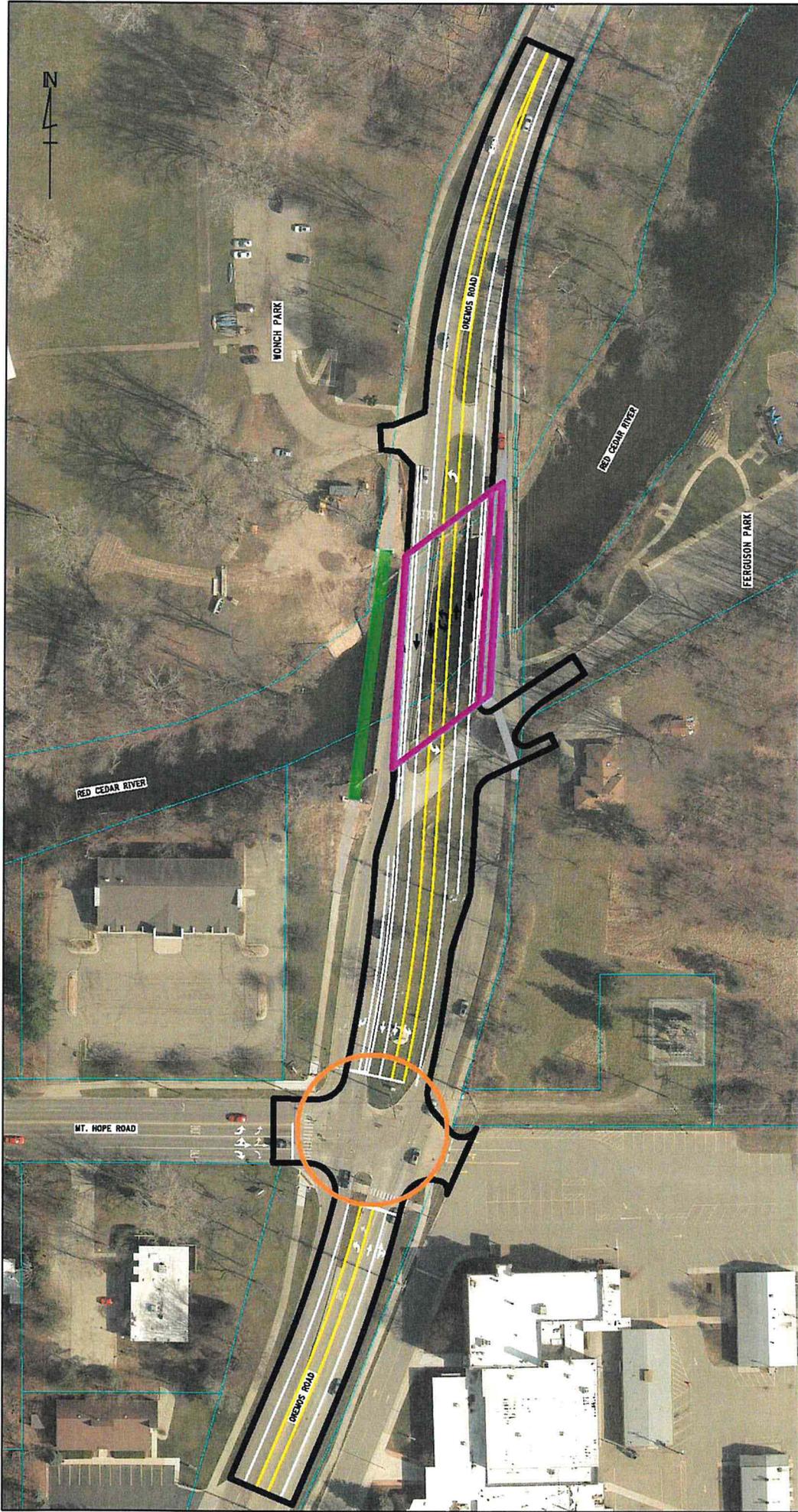
Bill,

Several Possibilities to Consider:

1. Plan for a possible Roundabout at Okemos Road and Mount Hope Rd. (see image). Could be planned separate from the bridge.
2. Plan for a possible seven (7) lane bridge with a two (2) lane causeway connector between the Mt. Hope Rd and Marsh Rd roundabouts on an elevated road surface over the Red Cedar River (see image). Could be planned separate from the bridge.
3. Plan for a possible five (5) lane bridge configuration that could be converted in the future if the connector causeway is built to three (3) lanes with the other two (2) lanes dedicated to the connector route. Could be planned separate from the bridge.

Thank you for the opportunity to submit comments on the Okemos Road Bridge Project.

Vance L Kincaid II
5175757465



**OKEMOS ROAD BRIDGE
IMPROVEMENT PROJECT
ENVIRONMENTAL ASSESSMENT**



**FIGURE 3
ALTERNATIVE 3
BUILD NEW BRIDGE ON NEW ALIGNMENT
(REMOVE HISTORICAL BRIDGE)**



HORZ. (FT)
0 80

NOVEMBER 2018

LEGEND

	PROPOSED BRIDGE WORK		PROPOSED SIDEWALK
	PROPOSED ROADWAY		EXISTING SIDEWALK
	PROPOSED PAVEMENT MARKING		EXISTING PEDESTRIAN BRIDGE
	PROPOSED PAVEMENT MARKING		PARCEL BOUNDARY



INGHAM COUNTY
MICHIGAN

Okemos Road Causeway



Disclaimer: The data is provided for reference only and WITHOUT WARRANTY of any kind.

Meridian Transportation Commission
 Follow-up Questions from Commissioners
 May 23, 2019

Redi-Ride:

1. Total number of trips on RR from 14:00-15:00 and 15:00-16:00 broken out by rider type.
Included in PDF
2. Ridership data for same time period at five extended locations (pickups and drop offs).
Included in PDF
3. Ridership data for each school. *Included in PDF*
4. Pie chart showing rider type for 14:00 to 16:00 M-F during same timeframe (Aug 2018 – Apr 2019). *Included in PDF*
 - a. Same for 7:30-9:00, M-F *Included in PDF*
 - b. Same for 17:00-18:30 *Included in PDF*
5. Delhi vs. Meridian pie chart of rider type and number rides for 7:00 a.m. - 9:00 a.m. (start of service) during August 2018 through April 2019 timeframe. *Included in PDF*
6. Any indication people want earlier rides? Say 6:30-7:00?
 - a. Merit to ending service at 18:00 but starting at 6:30?
CATA has not heard from customers that they wish service would begin earlier in Meridian. This is something we would be willing to explore at a later date in conjunction with the Township.

Other:

7. Ridership (fiscal year okay) for fixed routes in Township (1, 22, 23, 24, 48).

Route Name and Number	FY 18 Total
01 D-town Lansing/Meridian Mall	1,499,104
22 MSU/Haslett/Meridian Mall	139,073
23 MSU/Okemos/Meridian Mall	135,673
24 E Lansing/E Lake Lansing Rd	172,163
48 Williamston/Webberville Limited	8,327

8. Top 5 busiest stops for fixed route service in Township.
 - i. *Meridian Mall*
 - ii. *Meijer- Okemos*
 - iii. *Grand River Avenue (westbound), west of mall entrance*
 - iv. *Grand River Avenue (eastbound), east of Northwind Drive*
 - v. *Okemos Road (northbound), at Kewanee Way (just south of Mount Hope)*

Meridian Redi Ride Ridership August 27, 2018-April 30, 2019

Time	Persons w/ Disabilities	Youth	Seniors	Adult	Free
14:00-15:00	741	827	110	86	12
15:01-16:00	610	1382	56	91	6
Total	1351	2209	166	177	18

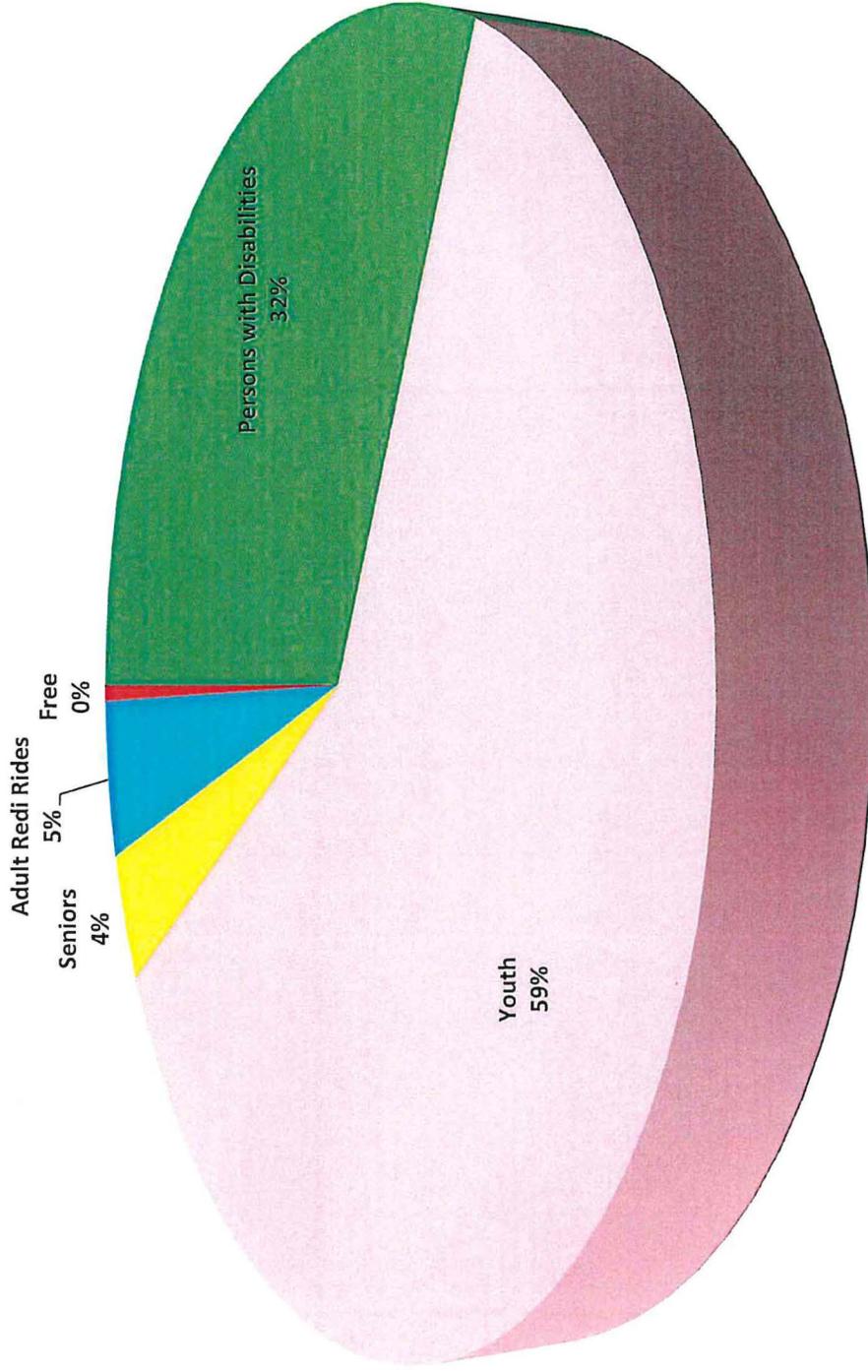
Meridian Redi-Ride Extended Locations Ridership

August, 2018 through April, 2019

<u>Location</u>	<u>Drop Offs</u>	<u>Pick Ups</u>	<u>Total</u>
College Fields	0	0	0
EL Aquatic Cntr	0	0	0
Costco	3	1	4
MSU Clinical	43	39	82
Meijer Bath	203	202	405

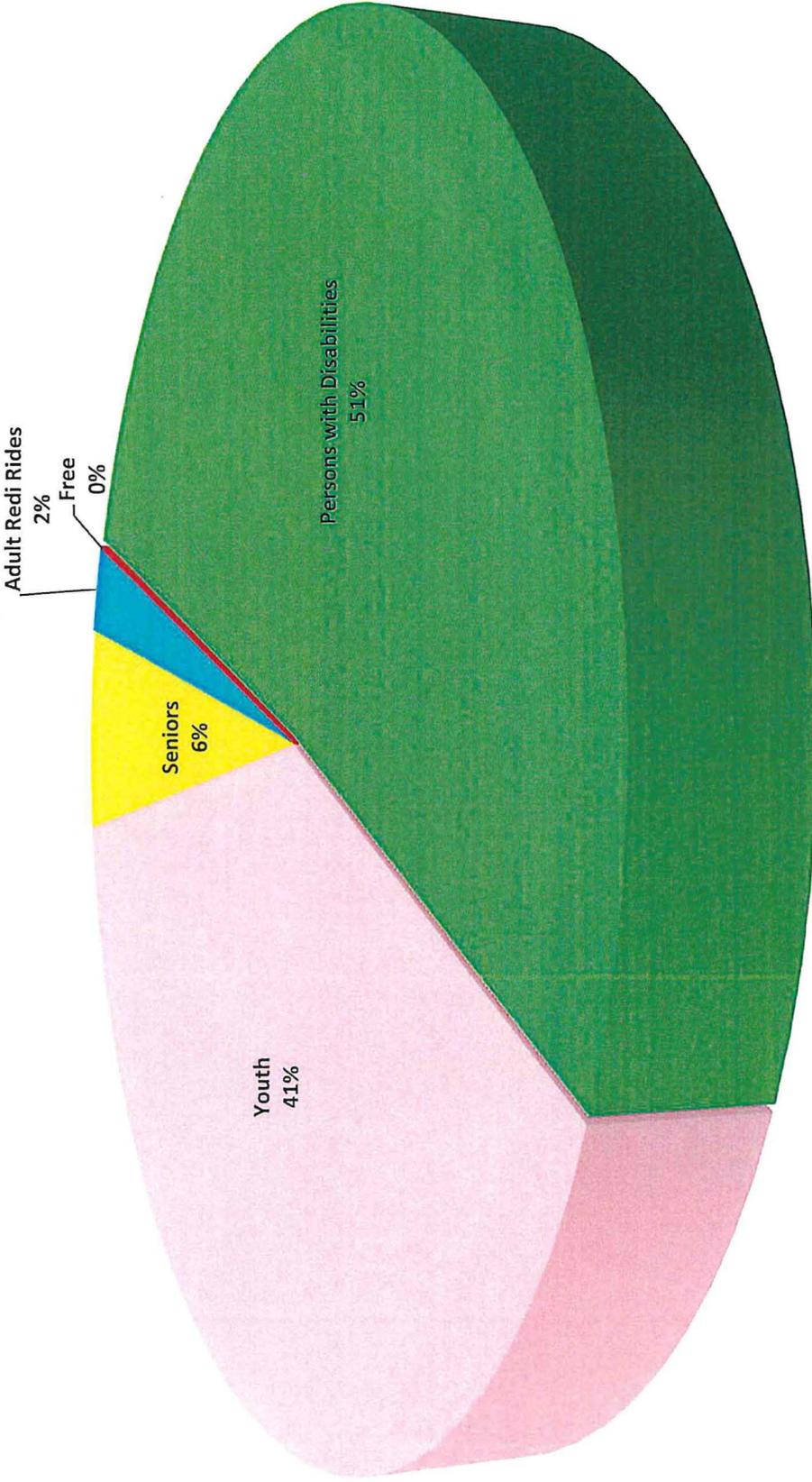
Meridian Redi-Ride by Passenger Type Aug. 27, 2018-Apr. 30, 2019

Mon.-Fri. 14:00-16:00

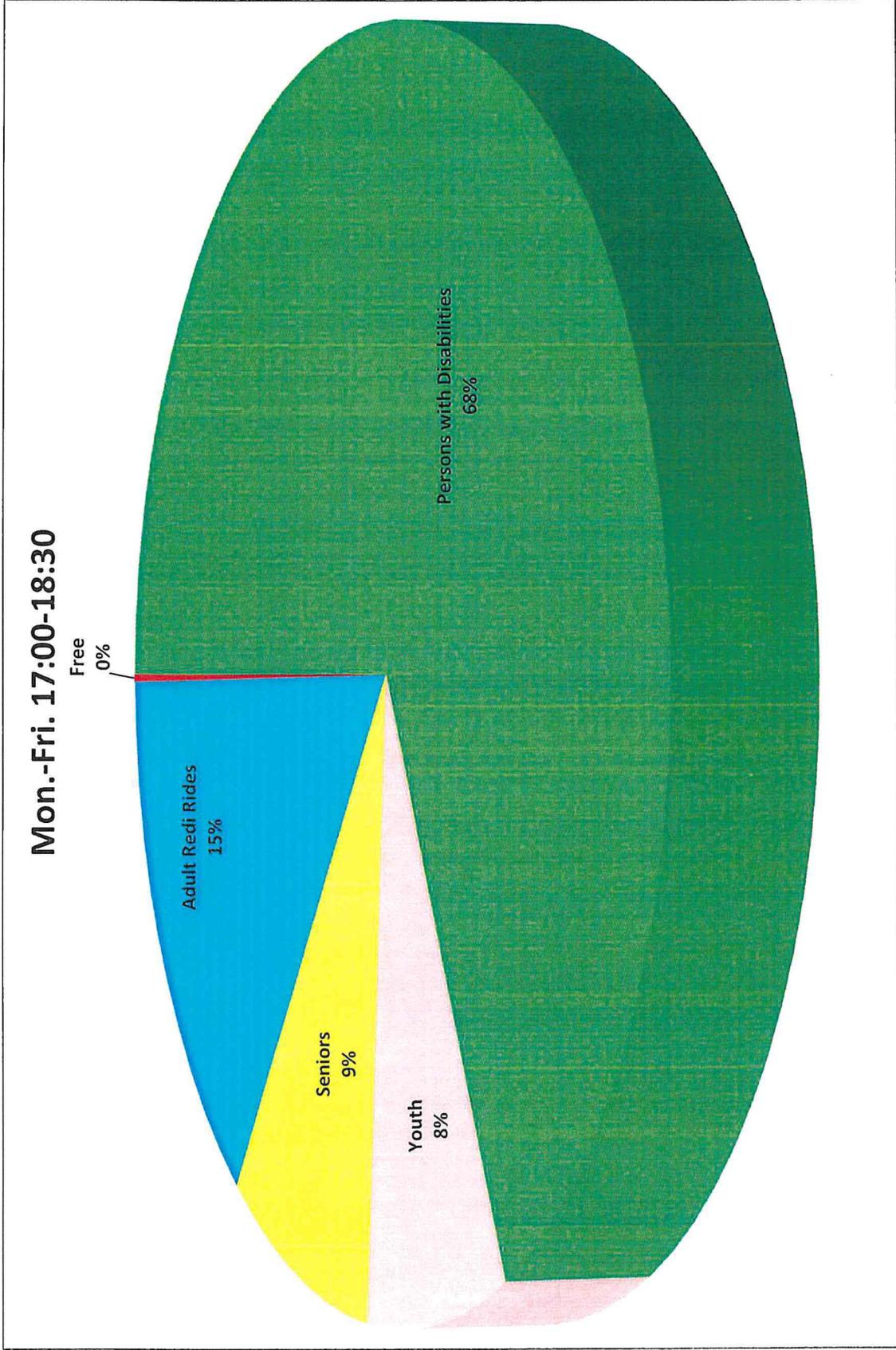


Meridian Redi-Ride Ridership by Passenger Type Aug. 27, 2018-Apr. 30, 2019

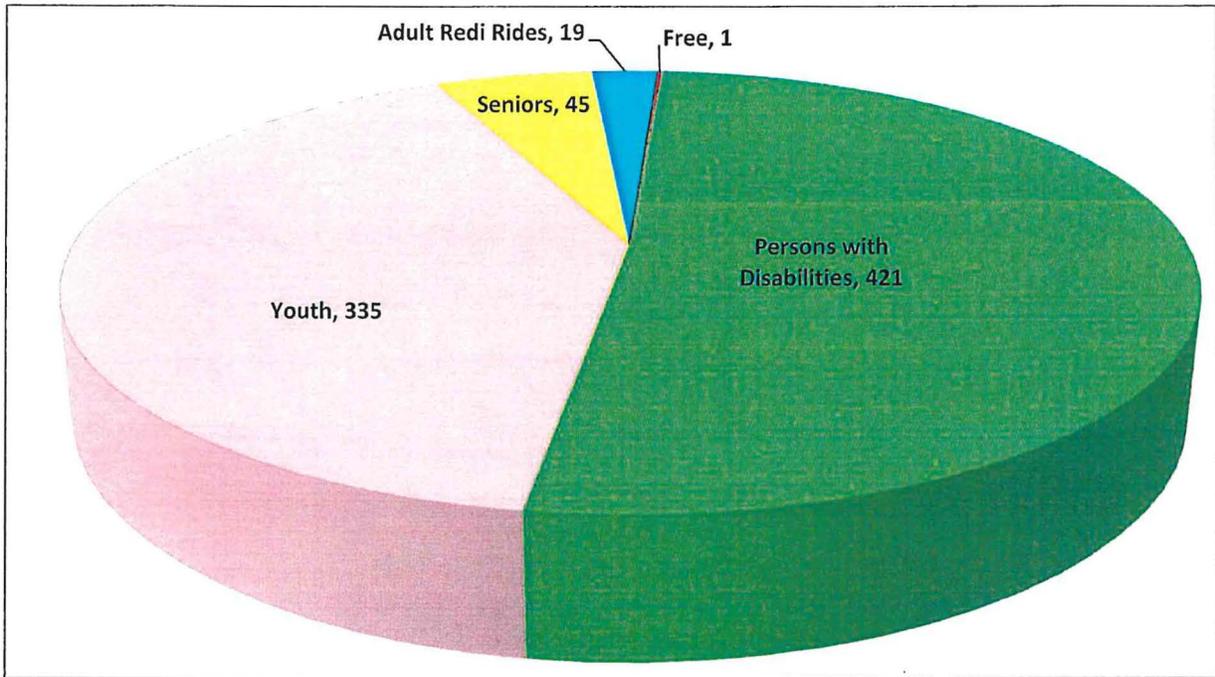
Mon.-Fri. 07:30-09:00



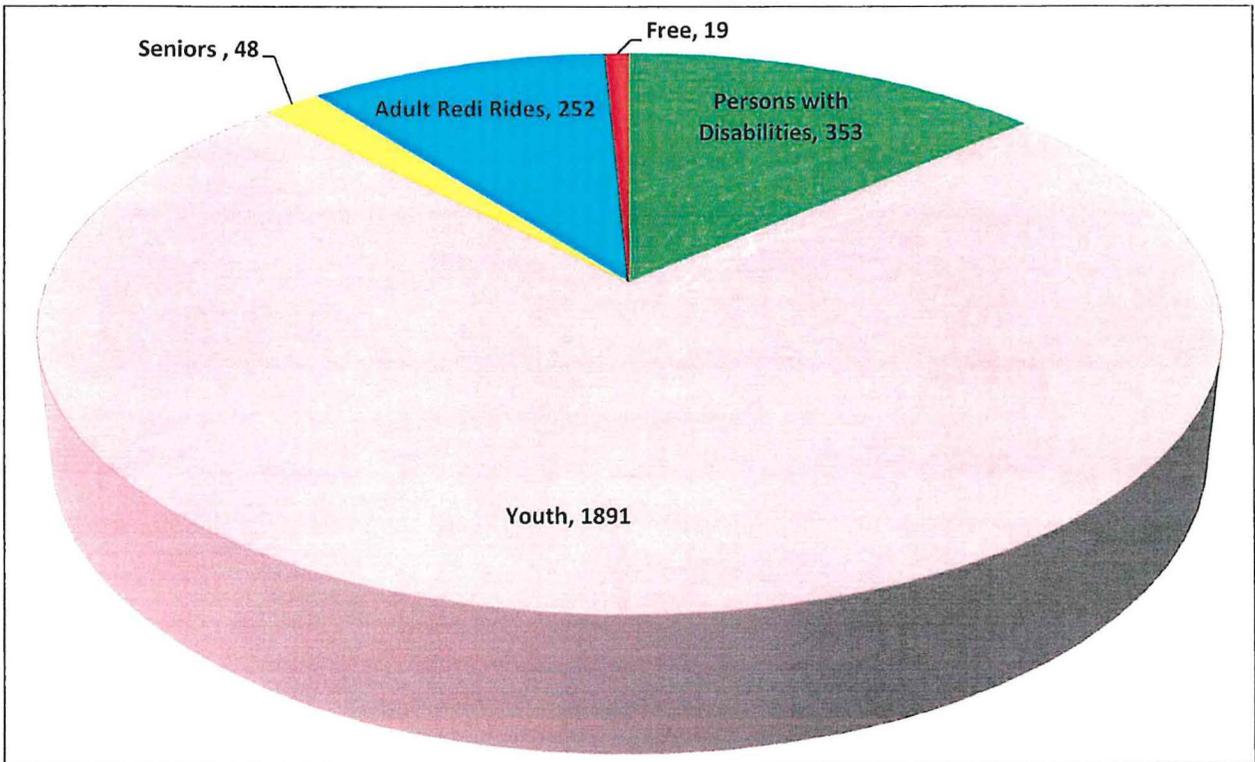
Meridian Redi-Ride Ridership by Passenger Type Aug. 27, 2018-Apr. 30, 2019



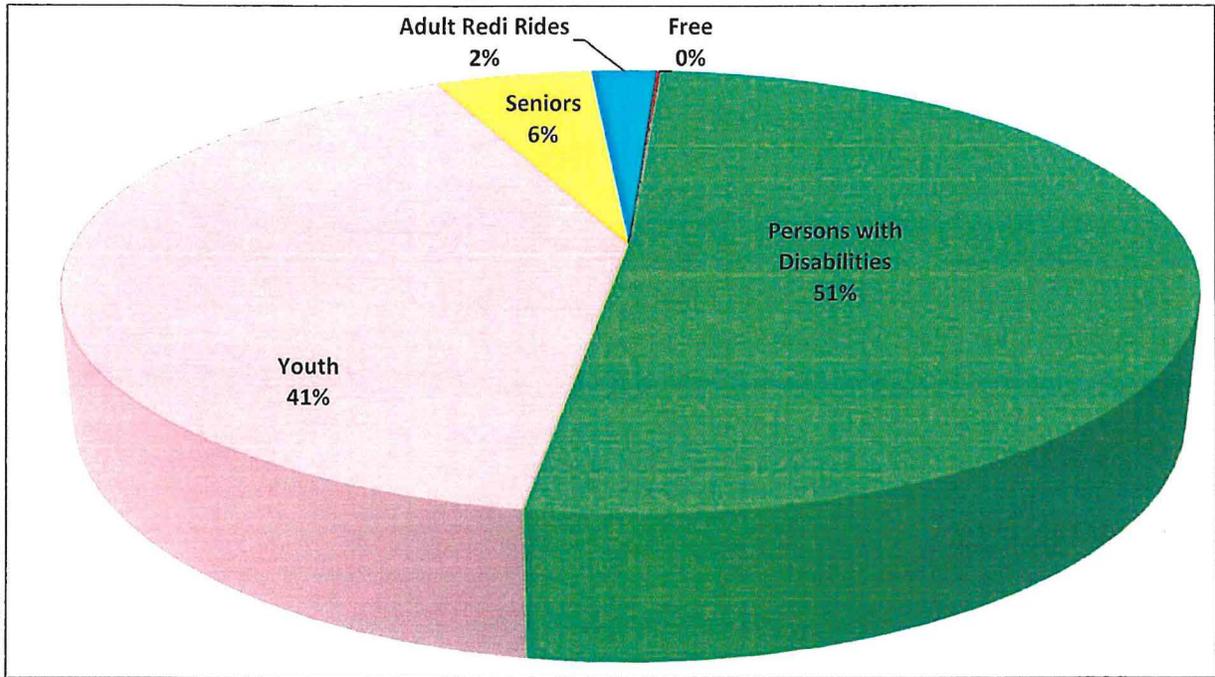
Meridian Redi-Ride Ridership by Passenger Type
Aug. 27, 2018-Apr. 30, 2019 Mon-Fri 07:30-09:00



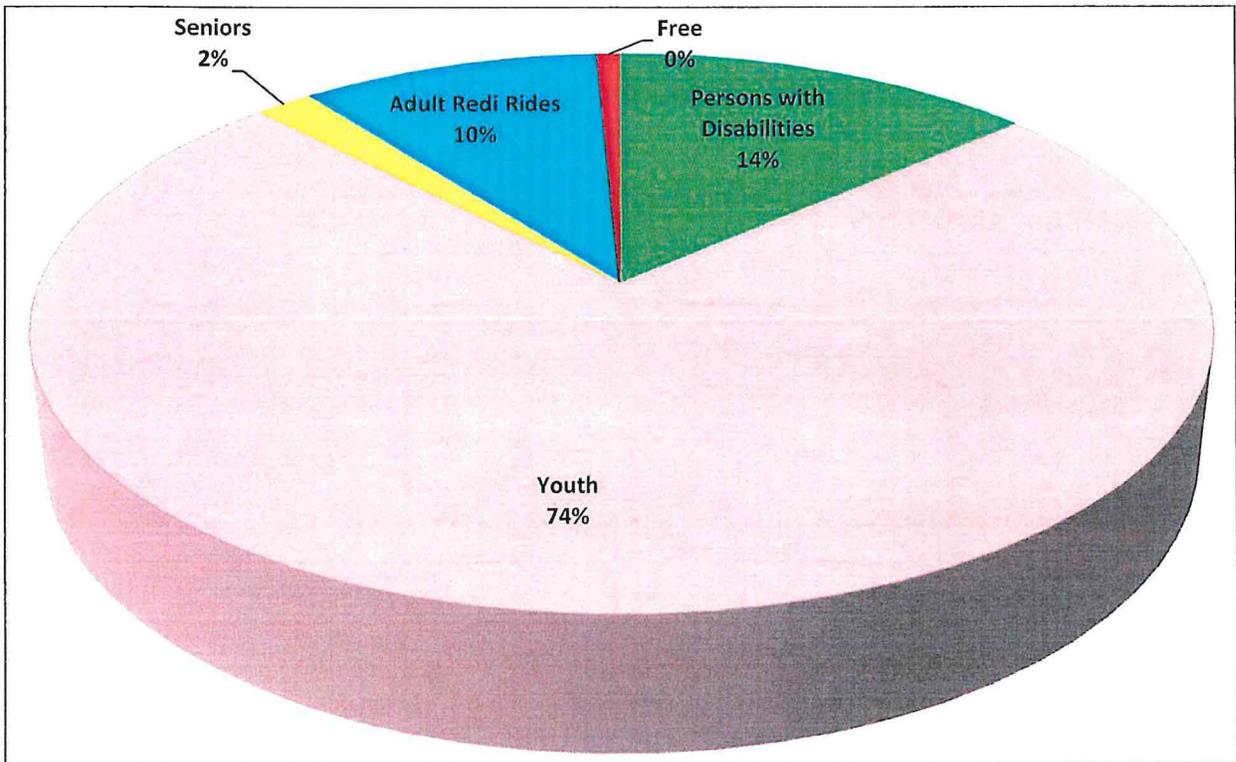
Delhi Redi-Ride Ridership by Passenger Type
Aug. 27, 2018-Apr. 30, 2019 Mon-Fri 07:00-09:00



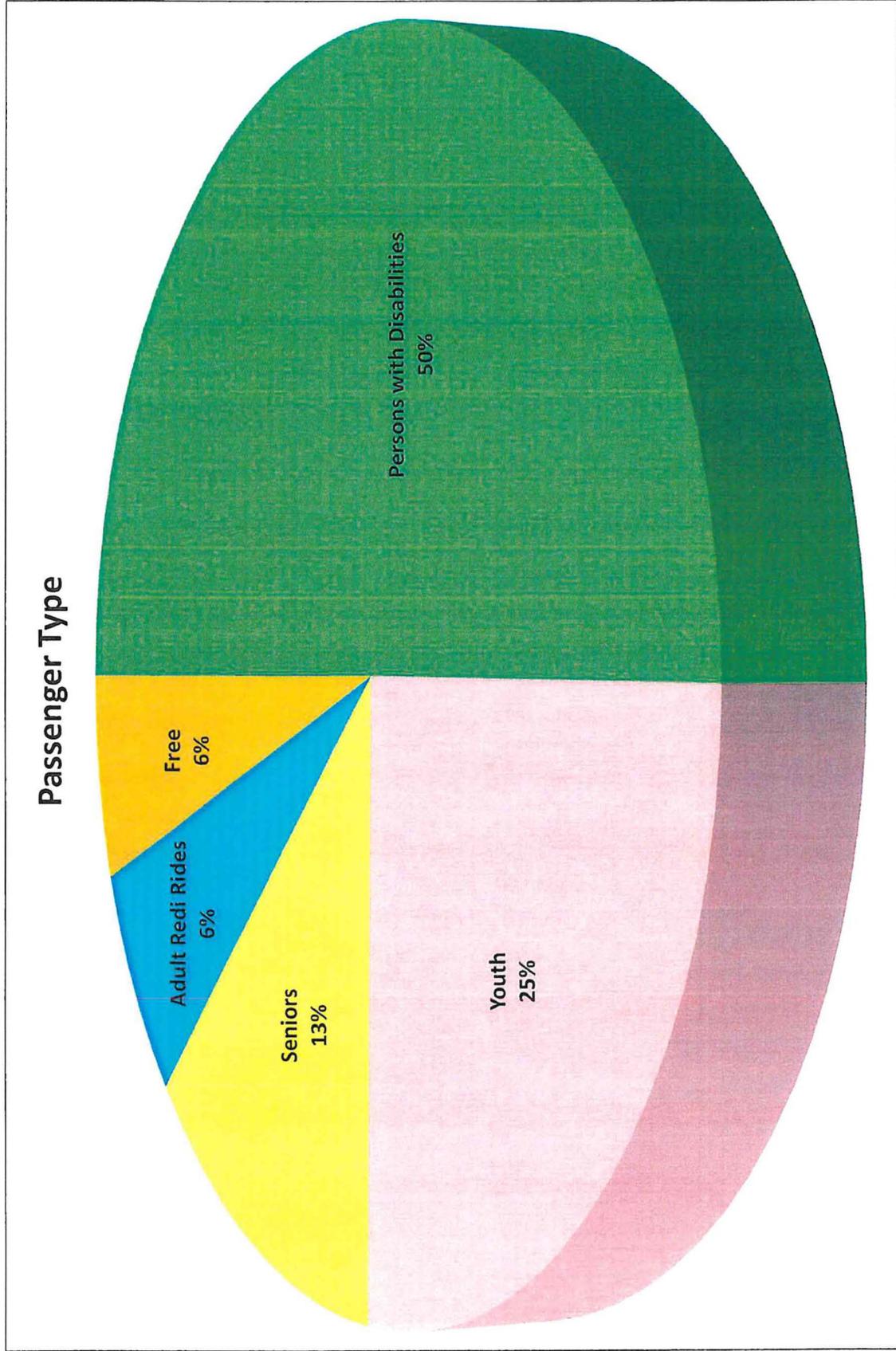
Meridian Redi-Ride Ridership by Passenger Type
Aug. 27, 2018-Apr. 30, 2019 Mon-Fri 07:30-09:00



Delhi Redi-Ride Ridership by Passenger Type
Aug. 27, 2018-Apr. 30, 2019 Mon-Fri 07:00-09:00



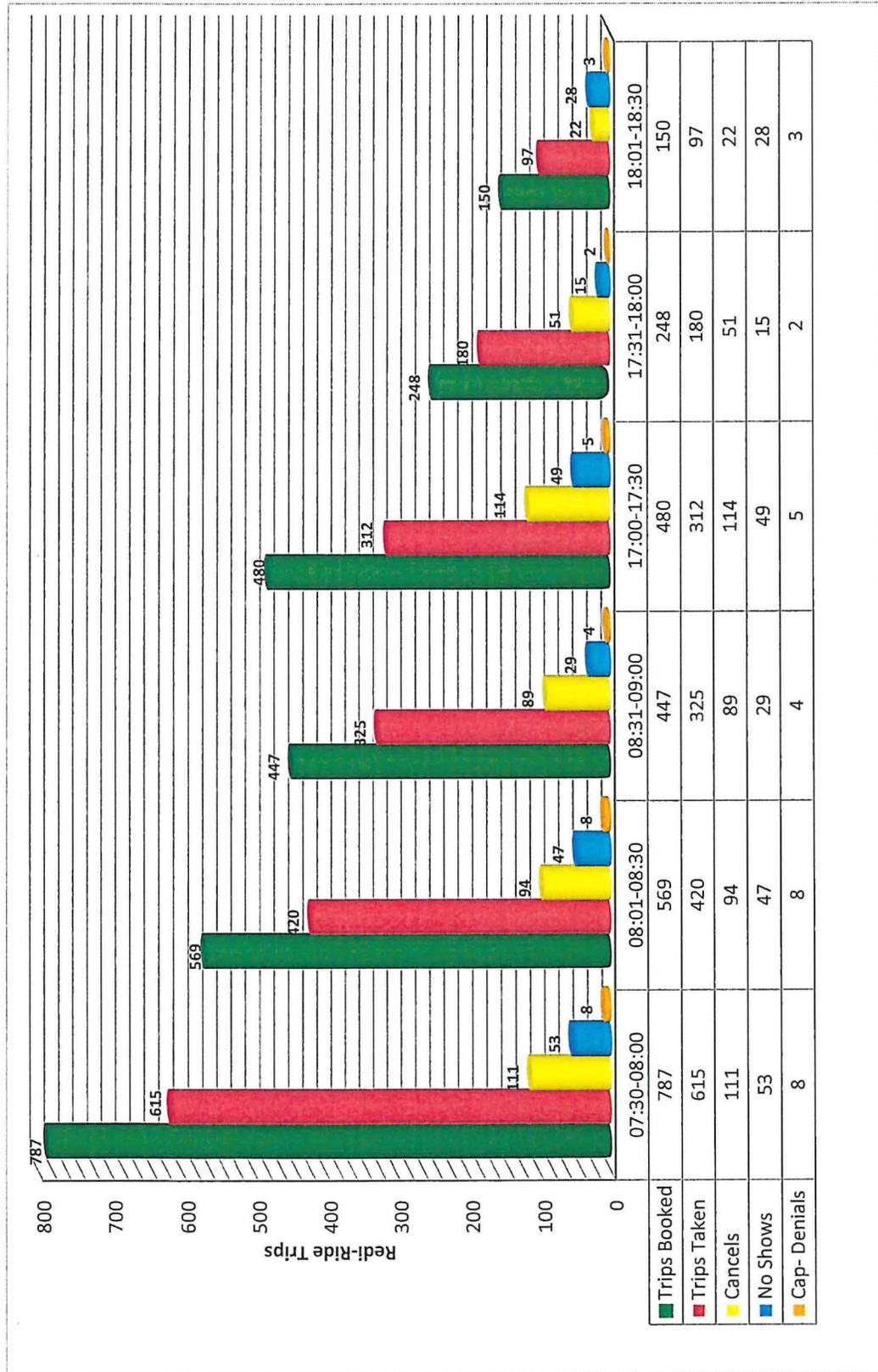
Meridian Redi-Ride Ridership by Passenger Type Aug. 27, 2018-May 31, 2019



August 27, 2018-May 31, 2019

Updated 06.14.2019

Meridian Redi-Ride Extended Hours Ridership Aug. 27, 2018 - May 31, 2019



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

Meridian Redi Ride Ridership Aug. 27, 2018-May 31, 2019

Time	Trips Booked	Taken	Cancel	No-Shows	Cap-Denials	Refusals
14:00-15:00	2642	1998	464	164	14	2
15:01-16:00	3281	2430	573	236	37	5
Total	5923	4428	1037	400	51	7

Daily average of 26 students were picked up and/or dropped off at school on Meridian Redi-Ride during this time period.

Meridian Redi Ride Student Ridership Extended Hours Aug. 27, 2018-May 31, 2019

Time	Trips Booked	Taken	Cancels	No-Shows	Cap-Denials	Refusals
07:30-08:00	612	508	52	43	7	1
08:01-09:00	337	225	74	34	4	1
Total	949	733	126	77	11	2

Time	Trips Booked	Taken	Cancels	No-Shows	Cap-Denials	Refusals
17:00-18:00	79	46	22	11	0	0
18:01-1830	0	0	0	0	0	0
Total	79	46	22	11	0	0