



AGENDA
CHARTER TOWNSHIP OF MERIDIAN
MERIDIAN TRANSPORTATION COMMISSION
July 20, 2017 6:00 p.m.



1. CALL MEETING TO ORDER

2. APPROVAL OF AGENDA

3. APPROVAL OF MINUTES

A. June 15, 2017

4. PUBLIC REMARKS

5. COMMUNICATIONS

A. Township Board September 15, 2015 Minutes – Redi-Ride

B. Ody Norkin – Redi-Ride

C. Chris Hackbarth – Managing Urban Transportation

D. Andrew Brieschke, CATA – Williamston/Webberville Service

E. MSU to Lake Lansing Feasibility Study-Minutes

6. PRESENTATION

A. Sustainability and Climate Action Plan – Leroy Harvey, Township Recycling Coordinator

B. Transportation Safety – Ken Plaga, Assistant Chief of Police

7. COMMISSION DISCUSSION/REVIEW

A. Redi-Ride

8. COMMISSION COMMENTS

9. NEXT MEETING DATE

A. August 24, 2017 Meridian Municipal Building Town Hall Room

B. Township Board Meeting August 1, 2017

10. ADJOURNMENT

DRAFT

CHARTER TOWNSHIP OF MERIDIAN
MERIDIAN TRANSPORTATION COMMISSION (MTC)
MEETING MINUTES OF JUNE 15, 2017

PRESENT: Commissioners: Chair Hackbarth, Hudson, Kolbasa, Deschaine and Vagnozzi

ABSENT: Vice-Chair Potter

STAFF: Ken Plaga, Assistant Chief of Police

Mark Kieselbach, Director of Community Planning and Development

1. Call Meeting to Order

Chair Hackbarth called the meeting to order at 6:05 p.m.

2. Approval of Agenda

Commissioner Deschaine moved to approve the agenda as written.

Seconded by Commissioner Hudson.

VOICE VOTE: Motion carried unanimously

3. Approval of Minutes

Commissioner Vagnozzi moved to approve the minutes of May 25, 2017

Seconded by Commissioner Deschaine

VOICE VOTE: Motion carried unanimously

4. Public Remarks

Donna Rose thanked Commissioner Vagnozzi for attending the June 6, 2017 Township Board Meeting regarding the Okemos/Jolly intersection. She stated the cost for audible signals was closer to \$6,000.00

5. Communications

The Commission accepted the communications that had been received and placed on file.

6. Presentation/Discussion

A. Redi-Ride

- Consistent reporting by CATA is needed
- Lack of response from CATA
- Start discussing ballot language for millage election in 2018
- Expand service area to cross jurisdictional boundaries
- Expand capacity and hours
- Service agreement needs to be updated

- Township Board should negotiate changes to the service agreement prior to 2018 election
- Summary of the problems and how best to resolve them
- The Service Agreement should include standards for accountability and reporting
- People would be willing to pay for improved services and a more flexible program
- Children under 12 years of age should be accompanied by a parent
- The Commission should make a recommendation to the Township Board
- The Chair and staff will work on a draft recommendation

7. Commission Discussion/Review

- Amtrak ridership has increased in the last year
- Commissioner Vagnozzi rode CATA's Route 1 bus
- A short presentation on the Sustainability and Climate Action Plan will be given at the July 20, 2017 meeting.

9. Next Meeting Date

- The next meeting date is July 20, 2017
- The next Township Board meeting August 1, 2017

10. Adjournment

Chair Hackbarth called for a motion to adjourn the meeting

Commissioner Deschaine moved to adjourn the meeting

Seconded by Commissioner Vagnozzi

VOICE VOTE: Motion carried unanimously

Meeting adjourned at 7:40 p.m.

Diana Paiz Engle, 2164 Quarry, East Lansing, Capital Area Transportation Authority (CATA) Local Advisory Committee member, spoke in support of Redi-Ride as a user and an expansion of its program. She indicated Redi-Ride is a service for everyone, not just residents with disabilities. Ms. Engle believed Redi-Ride is not only an amenity, but an economic driver which encourages individuals to retain their residency and business within Meridian Township.

[Supervisor Pro Tem Brixie recessed the meeting at 8:42 P.M.]

[Supervisor Pro Tem Brixie reconvened the meeting at 8:58 P.M.]

5. A

Sandra Dragoo, 6154 Columbia Street, Haslett, Chief Executive Officer, CATA, availed herself for Board questions during the discussion of the Redi-Ride Program.

Michael "Kevin" Cronan, 5926 Buttonwood Drive, Haslett, requested the Board simplify the process for mobile food units. He requested there be a streamlined licensing process so the concept of food trucks can move forward in Meridian Township.

Fred Wertz, 1212 Foster, Lansing believed CATA's services to be of excellent quality. He spoke to needed transformation of transportation services in the Lansing region. He addressed the \$20 cost of a Redi-Ride trip as expensive. Mr. Wertz requested the issue of borders be addressed for a comprehensive transportation system within the greater Lansing region. He suggested there be more than one bidder allowed, and offered to have the National Federation of the Blind in Michigan participate in any workgroup formed.

Nina Santucci, 4583 Nakoma Drive, Okemos, owner and operator of the Purple Carrot food truck and Red Haven Restaurant. She stated her mobile food truck has been in operation for five (5) seasons at Saturday's Farmers Market and has seen great success. She voiced support for streamlining the licensing process for food trucks in Meridian Township.

Donna Rose, 6207 Cobblers Drive, East Lansing, believed something is "broken" with the Redi-Ride system. She suggested a workgroup be formed which includes residents who use the service. Ms. Rose requested the Redi-Ride service be extended to 9:00 P.M. or later in Meridian Township. She requested the next time there is a ballot initiative for this type of serve, the language be modified to not identify any sole source. Ms. Rose alleged most of the trips during the day are reserved for school aged children.

Ody Norkin, 3803 Sandlewood, Okemos, believed a Board meeting is not the appropriate forum to address the complex issue of Redi-Ride, stating the proper forum would be a workgroup. He noted his work history as a purchasing officer for the Michigan Department of Management of Budget. Mr. Norkin stated the Township's code of conduct booklet specifically prohibits sole source contracts for anything over \$5,000, with a three (3) year review. He stated he can provide the Board with data which proves the open market rate on a taxi ride (a superior product to Redi-Ride's shared ride) is approximately \$10.00, one-half the cost of a Redi-Ride trip.

Karla Hudson, 6009 Skyline Drive, East Lansing, stated the four (4) hour lead time request promised when Redi-Ride was first implemented has not worked. She requested Board members utilize the Redi-Ride service in an effort to understand the challenges. In the interim, Ms. Hudson requested the hours of service be expanded.

Supervisor Pro Tem Brixie closed Public Remarks.

A. Redi-Ride – Capital Area Transportation Authority

Township Manager Walsh provided information when the issue of Redi-Ride was first brought to him by Mr. Norkin approximately six (6) months ago. He indicated exhaustive material has been provided by CATA on the history of Redi-Ride, both to Mr. Norkin and the Board.

Board and CATA representatives discussion:

- Township is operating under a voter approved millage for expanded CATA service to increase frequency of current routes and to provide Redi-Ride service

CHARTER TOWNSHIP OF MERIDIAN, SEPTEMBER 15, 2015 REGULAR MEETING *APPROVED*

- Township Treasurer collects taxes for the transportation program and disperses the funds to CATA
- The Township has the ability to change the parameters through ballot language in 2018
- Township has not had a dialogue with CATA regarding the service needed by its residents
- Board member belief the Township should revisit this issue commencing with creation of an operating agreement which outlines expectations by the Township
- Board member belief having a contract with CATA would provide information on an annual basis which would include the cost per passenger
- Board member concern that ballot language was written to name a sole source provider
- Board member suggestion that the ballot language be “corrected” by placing the issue on the 2016 ballot
- Board member preference for the hours to be expanded to the same as Delta Township hours which is 6:00 AM until 9:00 PM
- Board member preference for the sole source provider language to be worked out so the ballot renewal language does not specifically name CATA as the provider
- Board member belief Meridian Township taxpayers are paying far more than any other community for Redi-Ride and receives the “worst” service
- Board member suggestion to add Sunday Redi-Ride service
- Board member belief the territory should be expanded to at least two (2) miles outside of Meridian Township
- Chart with history contained in the Board packet raised questions regarding annual balances and bus purchases
- CATA took advantage of federal grants for bus purchase/replacement and capital costs did not need to be absorbed and the hourly rate correspondingly changed
- History of the Redi-Ride service since 2000 offered by the CATA representative
- CATA has been giving Meridian Township a subsidy for Redi-Ride since 2008
- Auditors required a change in how CATA was accounting for Meridian Township’s service
- Statement by the CATA representative that both CATA and Meridian Township officials had an understanding since the beginning of the service as to how the Township wanted the service to run
- Periodic meetings between CATA and the Township to discuss the “arrangements” to outline the service hours
- Statement by CATA representative that neither CATA nor the Township felt it necessary to draw up a new agreement
- CATA willing to consider expanded Redi-Ride service when millage is up for a vote in 2018
- CATA’s trained union employees provide caring service to Meridian’s residents
- Costs includes on-street management services, scheduling and telephone services
- 2015 ridership breakdown figures through July:
 - 52% of rides were taken by persons with disabilities and seniors
 - 28% of rides were taken by youth
 - 14% of rides were taken by the general public
 - 6% of rides were taken by helpers for persons with disabilities and children under 42” tall
- Total ridership through July for FY 2015 is 16,803
- Total ridership for FY 2014 was 19,813
- Service cost to Meridian Township was \$38.55 per hour in FY 2014 based on total tax collected (\$298,000)
- Two-tenths of a mill equates to \$298,000 which is then divided by the total vehicle hours of service (7,731 hours)
- CATA receives the total amount of Redi-Ride tax, but millage revenue does not cover CATA’s expenses
- The CATA Board made a decision to cover the difference between taxes collected through the millage and the cost of Redi-Ride services in Meridian Township
- In FY 2014, CATA paid \$141,000 out of its operating funds to supplement the Redi-Ride program
- CATA’s \$141,000 supplement must be part of the decision made regarding expansion of Meridian Township’s service and hours
- Delta Township service began October 1, 2014

CHARTER TOWNSHIP OF MERIDIAN, SEPTEMBER 15, 2015 REGULAR MEETING *APPROVED*

- CATA was able to procure transportation grants for Delta Township as it was new service
- Delta Township pays \$420,000 out of its General Fund for Redi-Ride service over the next three (3) years
- State and federal grants for Delta Township totaled \$1.26 million
- CATA is not putting any funds into Delta Township as Delta Township is not part of CATA due to its location in Eaton County
- Meridian Township is a charter member of CATA and CATA partners with Meridian
- Delta Township's hours of service per year is 10,400 hours v. Meridian Township at 7,731 hours
- A requirement in one grant for Delta Township had to focus on work trips so hours had to be created to address working hours
- Cost of a Spec-Tran ride is \$2.50
- Regular Redi-Ride fare is \$1.25
- Cost of a fixed route fare is \$1.25
- Hourly cost for CATA to provide Redi-Ride transportation is \$22.16
- Hourly cost for CATA to provide Spec-Trans transportation is more than Redi-Ride
- Spec-Tran is for a person with a disability who must be certified by an outside agency (e.g., doctor)
- Spec-Tran hours mirror the same time as a specific fixed route
- As an example, Route 1 hours run from 4:55 AM until 2:00 AM
- No grants currently available for which Meridian Township would qualify
- Delta Township was able to obtain monies through a Job Access Reverse Commute (JARC) grant as its focus was on new service within the region which provided service from the urban area to a suburban area to allow additional access for urban based employees
- Delta Township was able to obtain monies through New Freedom Funding as its focus was on service to persons with disabilities who do not currently have access to an area
- Meridian Township is not eligible for New Freedom Funding as Spec-Tran service is already available
- Each grant will expire within the next three (3) years with varying terms of "life"
- Resident desiring a Spec-Tran ride must call the day before by 5:00 PM
- Originally, Meridian Township and CATA had a signed contract dated May 19, 2000 with a ten (10) year time period
- CATA press release dated June 9, 2000 stated it will expand hours in the future which has not happened
- Board member belief the only authority is the November, 2009 ballot proposal which specifically mentions CATA
- Township Board cannot elect to have a different provider until 2018, when the ballot proposal expires
- Four vehicles are used Monday through Friday and two vehicles used on Saturday
- Suggestion to have the Township attorney review the existing "agreement"
- Suggestion to create a small workgroup to begin talks on the issues highlighted this evening
- Excerpt read from a letter written by the Superintendent of Okemos Public Schools regarding the economically disadvantaged students who utilize Redi-Ride
- Suggestion to have a representative from the school district as a member of the workgroup
- Meridian Township initially purchased its buses out of the millage money

It was the consensus of the Board to create a workgroup to begin vetting this issue.

Trustee Scales moved to continue the meeting beyond 10:00 P.M. to complete the Board's agenda. Seconded by Trustee Styka.

Board and staff discussion:

- Out of respect for staff and their need to attend early morning meetings, some employees have already been sent home

Without objection, Supervisor Pro Tem Brixie deleted Agenda Item #11E (Township Branding and Website Project).

Mark Kieselbach

From: Ody Norkin <ody.norkin@gmail.com>
Sent: Thursday, June 15, 2017 11:23 PM
To: Mark Kieselbach
Cc: Karla Hudson; Donna Rose; Neil Bowlby; Leonard Provencher; f.wurtzel@att.net
Subject: Redi Ride debate tonight at the Transportation Commission meeting

Hello Mark,

I am writing to you tonight to share some thoughts regarding the Transportation Commission meeting format / lack of public comment. I do so because Ron Styka suggests publicly that our township and your colleagues within the organization VALUE THE INPUT OF RESIDENTS. AND THAT YOU ENCOURAGE RESIDENTS TO COME TO BOARDS AND COMMISSION MEETINGS AND SHARE THOUGHTS.

Well tonight I was convinced that Mr. Styka's words simply ring hollow. When one actually does show up to hear a commission deliberation, in this case the transportation commission, they follow the flawed Board of Trustee format of only allowing public comments prior to the discussion. Once the commissioners consider real Redi Ride issues and members place solutions on the table - the public is no longer welcome to provide input. So the only public comment opportunity is before the subject is actually discussed?

For me this poor format does exactly the opposite of what Ron Styka claims the objective is - which I understood to be - encouraging public participation.

So yes, there were plenty of positive comments made by the commissioners regarding the need to fix redi ride. Unfortunately no HOMTV. Commissioner Kolbasa however is still in the dark as to why Redi Ride is being discussed at all. What is the problem he asked. Just the fact that Redi Ride vehicle can not travel to the Bath Meijers? Mr. Hackbarth, tried to explain that the issue is lack of capacity, lack of data and the lack a current agreement / relationship with CATA. But he struggled to identify any other shortcomings and mentioned that he was only exposed to the Redi Ride issue this past January. Still, he was very kind a few times in calling on Karla to fill in the blanks. That was nice! Karla knows her stuff and is the only person within this current discussion that has the background and institutional knowledge from our Redi Ride workgroup.

Several more promising suggestions were made as the group recommended that you put together a draft document for the board.

Mark, if I would have had a chance to react (say a 3 minute comment) after the commission deliberated, I would have taken exception to the rationale put forth by Mr. Deschaine. As the discussion evolved surrounding the Bath Township Meijers, Mr. Deschaine commented that if a recommendation was to be advanced to the board of trustees calling on **Redi** ride to carry a rider to the Bath Meijers there would be a push back for this change at the board of trustees level. Mr. Deschaine pointed out (and I can't recall his exact words, perhaps you do) that if a business makes a decision to open up a retail establishment outside of Meridian Township proper - then they can not expect support from Meridian Twp residents nor its institutions.

I can't tell you how absurd this concept sounds to a business owner in our community. My wife Rachel operated Okemos Travel from our home for several years until the business grew and required a bricks and mortar storefront. At that time Okemos Travel moved to 2187 Jolly Road in Okemos - but Alaiedon Township.

We were there for a decade or so. While our business was in fact in Alaiedon, the bulk of our clients were in Okemos, East Lansing and Haslett. I can not recall a single client from Alaiedon. I am certain that our neighbors (Allstate Insurance and others) were all in the same situation. So the suggestion here is that Redi Ride travelers need to order a ride to an address on the North side of Jolly Road and find a crosswalk to make their way by foot to the business on the south side of Jolly? And that benefits the Meridian Businesses by giving them a competitive edge over an Alaiedon business on the south side. Do I have this straight?

+++

Imagine that you reside in our township on Lake Lansing Road near Skyline Drive and that you rely on public transportation. And that you are setting up a birthday party at a Grand Traverse Pie Company restaurant for a family member. If Mr. Deschaine's policy is to be sustained (which is the status quo policy) and Redi Ride would only be permitted to transport me to the Traverse City Pie Company in Okemos - the vehicle would literally travel south on Hagadorn - past the East Lansing Grand Traverse Pie Company restaurant (2 miles away at the corner of Hagadorn and Grand River) - and will continue an additional 5 miles to the corner of Okemos Road and Jolly to reach the Grand Traverse Pie Company of Okemos.

And the taxpayers of Meridian Township will continue to pay for this frivolous, extra ten mile road trip at CATA's exorbitant Redi Ride rates. Not to mention how frustrating our redi ride travelers will be.

And what about Costco this fall? The store will be in the City of East Lansing but for a limited time with revenues flowing to our township. So Redi Ride drivers would drop off on Haslett Road and one would have to cross the wetlands to reach the store? Or as long as they pay some Meridian taxes they get an exemption?

Does this transportation concept make any sense to you?

Anyway, thanks Mark for allowing me to share this with you. I trust you will pass this along to Mr. Hackbarth.

Have a good night

Ody
517 420 5019

A Better Way to Manage How We Get Around

Old models for managing urban transportation are insufficient. New options demand that we think in terms of mobility.

BY: [Stephen Goldsmith](#) | June 20, 2017

Urban mobility is undergoing its starkest transformation since the first Model T rolled off the assembly line more than a century ago. Emerging services like car-, bike- and ride-sharing have provided city dwellers with a vast -- and often confusing -- array of options for getting around. And it's too early to predict the impact of technologies that are on the horizon, such as driverless cars.

Yet for all of these new and developing options, our urban transportation infrastructure remains insufficient in the face of such economic disruptions as the relocation of jobs and the suburbanization of poverty. According to [a Brookings Institution study](#), low- and middle-skill workers in major metropolitan areas are able to reach only about one-quarter of their jobs within a 90-minute transit window.

The old model for managing urban transportation may have sufficed in the days of the horse-drawn trolley, but today's changing needs demand that we find ways to bring together old and new modes of transportation so that they complement and enhance each other. With more and better data available now than ever before, we need to think in terms of true mobility management.

That's a major departure from the traditional model in which cities might run a transportation department, a mass transit agency, a taxi commission and, perhaps in recent years, a bike-share program. That leaves individuals responsible for stitching together the various modes of transportation they need -- car to bus, bus to train, train to bike and so on. As things stand, commuters can only make educated guesses about cost, duration and the likelihood of service availability and delays.

In the new data-enabled, service-oriented model, mayors and urban county executives will appoint mobility managers to enhance convenience and remove the transit deserts that plague many individuals who cannot afford cars and for whom inconveniently located bus routes provide little relief. These mobility managers will help smooth transitions between public, private and shared transportation services. Individuals will be able to plan and pay for trips all in one place. Gone will be the days of chasing after the bus -- the bus will come to you right when you expect it.

Still, many cities and transportation agencies hesitate to stray from the old model, built primarily around private cars and mass transit, that has left many citizens underserved. Some transportation policymakers are concerned that new mobility services such as ride-sharing will harm traditional mass transit systems. While [studies reflect that this doesn't need to be the case](#), I would argue that the question itself is misguided.

New mobility services exist and expand because they deliver value to transportation consumers: A city's goal, therefore, should be to improve mobility for all of its residents, creating a seamless system of transportation from what once were discrete components. Mobility managers should not be in the business of protecting any given transportation mode but should instead focus on creating value and reducing inefficiencies and inequities for the commuters they serve.

A vanguard is forming. Los Angeles, New Orleans, New York, Pittsburgh and other cities have taken strides to string together their transportation services and bring equity and ease of use to their

systems. These early efforts at mobility management have the advantage of massive amounts of data never previously available, such as the GPS-determined locations of each bus and, in some cities, each taxi and bike-share. These cities also have far better information on passenger loads and route efficiency than ever, and some are using sophisticated mapping to study how transit relates to housing prices and job access. Mobility managers will use this rapidly growing tapestry of data to make service level decisions, reduce congestion and improve land use planning.

In a time when trust in the government is very low, improving mobility offers a great opportunity for cities. After all, public transportation is often the first and last major service provided by government that an individual will knowingly utilize during the day. For that reason, any improvements we can make to mobility will be felt quickly and broadly. The bus is leaving the station. Is your city on board?

This article was printed from: <http://www.governing.com/blogs/bfc/col-urban-transportation-mobility-management.html>

Mark Kieselbach

From: Andrew Brieschke <ABrieschke@cata.org>
Sent: Thursday, June 22, 2017 10:55 AM
To: Mark Kieselbach
Cc: Sandy Draggoo; Brad Funkhouser
Subject: Update on Williamston/Webberville Service
Attachments: 06-21-173413-Connector Poster.pdf; 06-13-173413-Connector Postcard5.pdf

Hi Mark. I hope this email finds you well.

I wanted to let you know that the Ingham County Commissioners have approved the resumption of the Williamston/Webberville Connector. As of this writing, the service is scheduled to begin on Monday, July 10. Attached, please find an electronic version of the posters we created as well as a handout that will be used. Let me know if you'd like additional copies.

Please also know that we are reaching out Williamstown Township, the City of Williamston, our existing customer base via mailers and/or email notifications and various senior centers to help spread the word. We would be glad to address the Meridian Township Board and/or the Transportation Commission, if you so desire.

Please feel free to forward this email and the attachments as you deem appropriate. Should you have any questions, as always, feel free to contact me at any time.

Kind Regards,
Andrew

Andrew Brieschke

Director of Operations
Capital Area Transportation Authority – CATA
4615 Tranter Street | Lansing, MI 48910
Office: (517) 394-1100
Mobile: (517) 202-5419
abrieschke@cata.org



WE'RE BACK!

WILLIAMSTON/WEBBERVILLE CONNECTOR

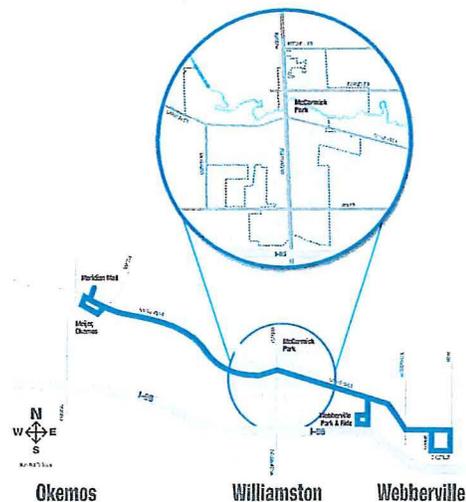
STARTING JULY 10, 2017

Service Hours:

MONDAY-FRIDAY: 7:20 a.m. to 5:30 p.m. • **SATURDAY:** 7:30 a.m. to 4:30 p.m.

Catch the Connector at any bus stop along Grand River Avenue between Webberville and the Meridian Mall to connect with CATA's fixed-route or CRS services.

- The route's been extended – serving the same stops as Route 48 and traveling to Okemos Meijer.
- We've doubled the number of trips – 7 weekday/10 Saturday trips.
- A demand-response option permits deviations from the route within the city limits of Williamston.
- Pay the same fare no matter where you board – \$2.25 regular/\$1 discounted fare.
- Transfer to CATA's fixed routes at the Meridian Mall or to CRS at McCormick Park in Williamston at no charge.



CATA

For service details, go to cata.org
'Paratransit Services.'

In Williamston:

Deviations from the route may be requested for pickups or drop offs within the city limits of Williamston. Trips must originate or conclude along the Connector route and be arranged at least 30 minutes in advance.

Call 517-394-CATA (2282) 6:30 a.m. - 5 p.m. weekdays,
8 a.m. to 5 p.m. Saturdays to schedule your trip.



MEETING MINUTES

Date: June 12, 2017

Project Title: **MSU to Lake Lansing Feasibility Study**

Project #: M4150005

Owner: Meridian Township

Prepared By: Lucie Fortin

Attendees:

- | | |
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| <ul style="list-style-type: none"> • Don Lowell Consumers Energy • Bob Wilson, Michigan Trails and Greenways Alliance (MTGA) • Jami Trudelle, MDOT TSC • Steve Troost, MSU Campus Planning • Bob Peterson, Ingham County Road Department • Ken Hall, Tri-County Regional Planning Commission | <ul style="list-style-type: none"> • Nyal Nunn, Meridian Township • Younes Ishraidi, Meridian Township • Derek Perry, Meridian Township • LuAnn Maisner, Meridian Township • Lucie Fortin, MSG • Kevin McDevitt, MSG |
|--|--|

This Document sets forth the understanding of the parties. The parties rely upon the contents unless the writer receives notice of specific discrepancies with proposed revised wording within two weeks of the date of transmission of this document. Parties responsible for action items are listed in BOLD font in the right column.

The following items were discussed:

1. Introduction: Project Description and Goals
2. Phase 1 Discussion:
 - a. Historically, the River Trail access to Hagadorn was studied for the stretch located between the River and Shaw Lane and judged not feasible.
 - b. Grand River Avenue and Hagadorn Road is the most dangerous intersection in the County.
 - c. Mike Troost, MSU Planning, indicated that the Hagadorn Road crossing at Shaw Lane has been identified as the safest location. MSU has safety concerns for any other crossing north of Shaw Lane because of traffic congestion. Another potential Hagadorn Road crossing opportunity south of Shaw Lane exists at the new reconfigured Wilson Road with a future crossing at the Railroad (See plan attached).
 - d. Safety is and should be an important consideration for this study.
 - e. Mike Troost noted that there is currently an agreement with the Music School, owner of the property opposite Shaw Lane to have a potential shared-use path (Option 2) cross their property.
 - f. Meridian Township has a wetland ordinance which is more restrictive than the State and should be consulted in regards to potential wetland impact and mitigation need.
 - g. Option 2 has a lot of existing support from property owners along the route (apartment buildings). Some have expressed a desire to provide connectors and/or trail access.
 - h. As noted by the Bob Peterson, ICRD, Option 3 could potentially present the most push-back, due to the low-density residential development and narrow roadway (River Terrace Drive) with no existing sidewalks. The building of a separate pathway would mean a lot of tree removal and front yard impacts.
 - i. With the number of apartment buildings and student housing along and in close proximity to their routes, Option 2 and 4 would serve a large student population group thereby increasing and providing access to low cost transportation and recreation options in this high use area.



MEETING MINUTES

Date: June 12, 2017
Project Title: MSU to Lake Lansing Feasibility Study
Project #: M4150005

- j. Option 2 would also serve and increase access to businesses including grocery store, restaurants, fitness, and many other businesses thereby promoting economic development.
 - k. Bob Wilson, MTGA Director, expressed the need to emphasize the scenic aspects of the trail and the design alternative that present the best user experience. He would like Meridian Township to not lose track that this is the extension of the **River** Trail. The options following more closely the Red Cedar River present, in his opinion, the most benefits.
3. Phase 2 Discussion:
- a. As noted by the Bob Peterson, ICRD, an off-the-road shared-use-path along the east side of Park Lake Road (Option 1) presents a lot of challenges due to number of small residential lots along that side and the limited front yards.
 - b. Option 3 would require a railroad crossing, which may be a lengthy process. It was suggested to initiate communications with CN representatives to understand the process and consider the challenges.
 - c. An important boardwalk connector from Gaylord Smith Circle to the existing side path south of the Pine Lake Outlet along Okemos Road is scheduled to be built in a near future. The completion of this important gap will be an important Township connection providing access to the Township municipal buildings, the Meridian Mall and the important Town Center generally located at the intersection of Grand River and Marsh Road.
 - d. It was suggested to explore the historical aspects of the routes. Bob Wilson suggested naming the Trail "Pine Lake/River Trail". Lake Lansing was formerly named Pine Lake.
4. Phase 3 Discussion:
- a. There was a discussion on the appropriate terminus for this phase. Williamstown Township non-motorized and other relevant plans will be consulted.
 - b. The Township's idea has always been to terminate the path in Lake Lansing North County Park so that a connection could be established.
 - c. It was noted that the trails in that section of the Park are mostly rustic nature trails and may not be compatible with a 10-foot paved pathway. As a property owner, Ingham County Parks will be consulted to identify the best potential terminus and connection.
 - d. There is an existing access to the Lake Lansing North trails from Woodland Trail and the existing residential subdivision.
 - e. Option 1 presents an opportunity for a connector along Shaw Street to Lake Lansing Park South.
 - f. The interurban trail was planned (there is currently the beginning of an off-shoot from the Interurban Trail) and can be extended under the Marsh Road viaduct adjacent to the railroad right-of-way.
 - g. An off-the-road shared-use-path (Option 3) along the north side of Haslett Road and the west side of Green Road could present a lot of challenges and pushback due to number of small residential lots along the roads and the limited front yards.
 - h. Don Lowell, Consumers Energy, indicated that they have a process in place and are receptive to the building of a pathway along their property. Their property is located along the north side of the railroad track along the entire length of Phase 3.



MEETING MINUTES

Date: June 12, 2017

Project Title: **MSU to Lake Lansing Feasibility Study**

Project #: M4150005

- i. As noted by Don Lowell, Consumers Energy also owns a north-south piece of property crossing Haslett Road just west of Green Road. Don Lowell mentioned that a connection along that property may make more sense than following Green Road. However, it should also be noted that this property extends across the Meridian Sun Golf Club so occupying this property is likely not an option.
- j. The long-term maintenance of the trail was discussed. The Township has a trail millage which has been in place since 1974 and has a long successful history with Township residents. This source of funding will be used for maintaining the trail.

Climate Sustainability Plan:

Meeting Our Climate Action and Green Community Goals

(draft: 7-11-17)

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Executive Summary

In 2007, Meridian Township joined over 1000 communities in signing the U.S. Mayors Climate Protection Agreement. This plan describes many of the activities that have been done during the past 10 years to implement that agreement. The Meridian Township Board adopted a resolution of support for the Paris Climate Accord on June 20, 2017. Consistent with the Accord, many national, state, and local governments have established goals to reduce greenhouse gas emissions by 80% or more by 2050 compared to 2005 levels with an objective of a maximum global average temperature rise of 1.5°C to 2°C.¹ This is also the long-term goal of this plan.

Climate change is largely attributed to greenhouse gases, such as CO₂, released from burning fossil fuels. Climate change is predicted to have many impacts on our weather, our health, and our economy. These include flooding, poor air quality, negative impact on trees, and increased infectious diseases. One of the most significant impacts in Meridian Township will be more major rain events that lead to flooding.

Meridian Township has a long history of environmental stewardship. The Climate Sustainability Plan provides a framework for continuing and expanding this legacy. Implementation of this plan will enable Meridian Township to:

- Contribute to the worldwide efforts to curb greenhouse gas emissions.
- Make our community a more sustainable, resilient, affordable, and vibrant place to live.
- Make our township government operations more energy and resource efficient and better prepared to deal with the impacts of climate change.

This plan requires many actions related to energy efficiency, renewable energy, recycling and waste reduction, transportation, and water management. This plan includes objectives to:

- Achieve significant energy and water cost savings in township facilities and vehicle fleet.
- Obtain 50% of electricity used for township operations from renewable energy sources by 2025 and 100% by 2035.
- Reduce the amount of materials sent to landfills by 10% in 5 years.

The Township Manager will work with township staff, Meridian Township Energy Team, Environmental Commission, Transportation Commission, and other township boards and commissions to define responsibilities for implementing the plan. Monitoring will be important to determine plan impacts and what is working. Objectives and strategies in this plan should be revisited at least every 5 years.

¹ https://en.wikipedia.org/wiki/Paris_Agreement

Introduction

The Meridian Township Board adopted a resolution of support for the Paris Climate Accord on June 20, 2017. Consistent with the Accord, many national, state, and local governments have established goals to reduce greenhouse gas emissions by 80% or more by 2050 compared to 2005 levels with an objective of a maximum global average temperature rise of 1.5°C to 2°C.² This is also the long-term goal of this plan. Implementation of this plan will enable Meridian Township to:

- Contribute to the worldwide efforts to curb greenhouse gas emissions.
- Make our community a more sustainable, resilient, affordable, and vibrant place to live.
- Make our township government operations more energy and resource efficient and better prepared to deal with the impacts of climate change.

Achievement of this goal will require many actions related to energy efficiency, renewable energy, recycling and waste reduction, transportation, and water management. This plan includes objectives to:

- Achieve significant energy and water cost savings in township facilities and vehicle fleet.
- Obtain 50% of electricity used for township operations from renewable energy sources by 2025 and 100% by 2035.
- Reduce the amount of materials sent to landfills by 10% in 5 years.

In light of the urgency to mitigate climate change and the imperative to use tax dollars wisely, a plan to use resources as economically and efficiently as possible is essential.

Climate Action

In 2007, Meridian joined over 1000 communities in signing the U.S. Mayors Climate Protection Agreement. More recently, East Lansing, Grand Rapids, Ann Arbor, Traverse City, and others have developed Climate Action, Energy, and Resiliency Plans. Many of these are integrated in Comprehensive Plans. The Michigan Municipal League, Michigan Townships Association, State of Michigan, and others have launched a Green Communities Network to assist local governments in addressing environmental challenges including climate change.

Climate change is largely attributed to greenhouse gases, such as CO₂, released from burning fossil fuels such as coal, oil, and natural gas. Climate change is predicted to have many impacts on our weather, our health, and our economy. These include flooding (see Figure 1), poor air quality, negative impact on trees, increased infectious diseases, and increased wildfire risk. One of the most significant impacts in

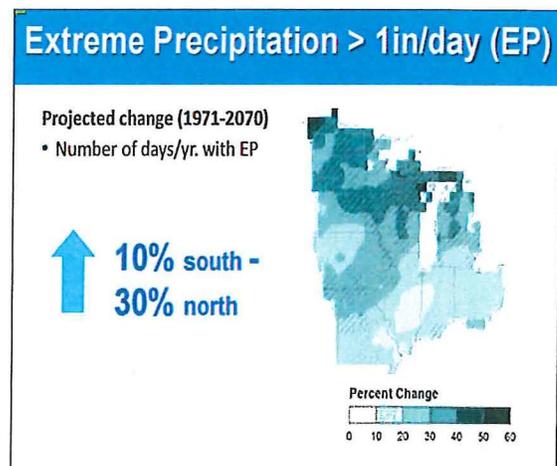


Figure 1: Great Lakes Integrated Sciences & Assessments (GLISA)

² https://en.wikipedia.org/wiki/Paris_Agreement

Meridian Township will be more major rain events that lead to flooding.

Predicted Changes in Michigan

Key Health Outcome	Biophysical Parameter Changes	Predicted Change
Respiratory Diseases	Air Pollutants increase with high temps; Pollen, Mold levels increase with longer growing season & more moisture	↑
Heat Morbidity, Mortality	More frequent, longer Heat Events; Warmer minimum temperatures	↑
Injury, CO Poisoning	More frequent Ice Storms, Extreme Rain leading to more Power Outages & Cleanup; changes in other storm types unclear	↑ ?
Waterborne Diseases, Toxins	Algal blooms, other Flood-related contaminations more frequent	↑
Vector borne Diseases	Impact on Mosquito & Tick lifecycle unclear	?

Figure 2: MI Climate & Health Adaptation Program

While exact impacts cannot be predicted, long term trends are evident (see Figure 2) and call for an organized response – especially when climate adaptation and mitigation actions make communities more vibrant, affordable, sustainable, and resilient places to live.

This Plan includes strategies that can help reduce climate change impacts while saving money, saving energy, saving resources, and improving landscapes. These “actions of no regret” offer win-win opportunities that should be carried out regardless of opinions about the nature and threat of climate change.

“The climate is changing and we need to be more dynamic in our planning, especially in terms of extremes”

– Jeff Andresen, MSU Professor of meteorology/climatology and State Climatologist

Purpose, Scope, and Process

Meridian Township has a long history of environmental stewardship. The adoption of a Climate Sustainability Plan provides a framework for continuing and expanding this legacy. This Plan helps nurture this culture of environmental stewardship that influences all Township policies and actions.

The Plan focuses on five areas: Energy Efficiency, Renewable Energy, Recycling and Waste Reduction, Transportation, and Water Management. It offers a list of positive steps we can take now and lays out long-range objectives. It is intended to stimulate conversation, generate ideas, and evolve as new information and ideas emerge, and as more people become involved. Education and communication will be an important part of all areas of the Plan. The Township will use the web page, HOM-TV, public forums, and other means to make residents aware of current and proposed policies, programs and incentives.

As incorporated by reference in the Township’s Master Plan, the Climate Sustainability Plan is integrated with all Township government activities. Resource usage is a part of everything the Township and its staff does, so everyone is a partner in efforts to achieve a sustainable future. The Township Manager will work with township staff, Meridian Township Energy Team, Environmental Commission, Transportation Commission, and other township boards and commissions to define responsibilities for implementing the plan. The Plan should be revisited at least at 5 year intervals and updated as needed.

Sustainability Plan, Programs, Policies, and Progress to Date

a. Energy Efficiency

Meridian residents spend over \$100,000,000 each year on energy.³ The majority of this, consisting of non-renewable coal, oil, and natural gas, is imported from outside of Michigan. Most energy efficiency investments are dollars spent in our community and they have a multiplier effect. A 2011 report on the “Economic Impacts of PA 295 Energy Optimization Investments in Michigan” indicated that for each dollar spent on energy efficiency there is a net increase of over seven dollars in the cumulative Gross State Product (GSP).

Past and Current Energy Efficiency Efforts:

Energy efficiency remains one of the quickest and most economical paths to sustainability and resilience. Meridian government has made great strides in reducing energy consumption in its operations, saving over \$100,000 during the past 5 years. These energy improvements have more than paid for themselves and a portion of this savings has been allocated to a Revolving Energy Fund to support new investments in efficiency.

A “Phase II” Energy Study was completed in 2015⁴ (<http://bit.ly/phase-II>). In addition to seeking bids on the items recommended in this report, an engineering study is underway to explore major HVAC (heating, ventilating, & air conditioning) system replacements and/or retrofits for the Municipal Building. A recent benchmarking study by Consumers Energy shows we still have energy savings potential in our Township buildings⁵. (see Figure 3 and <http://bit.ly/energy-performance-17>).

³ <http://energy.gov/articles/how-much-do-you-spend> downloaded 9-12-16

⁴ Meridian Township Phase II Energy Efficiency Project - Part 1 Final Report submitted by Bob Tinker, RA, LEED AP, May 18, 2015

⁵ Consumers Energy Building Performance with Energy Star®: Energy Efficiency Walk Through and Behavioral Assessment Report submitted by Consumers Energy, May 2017

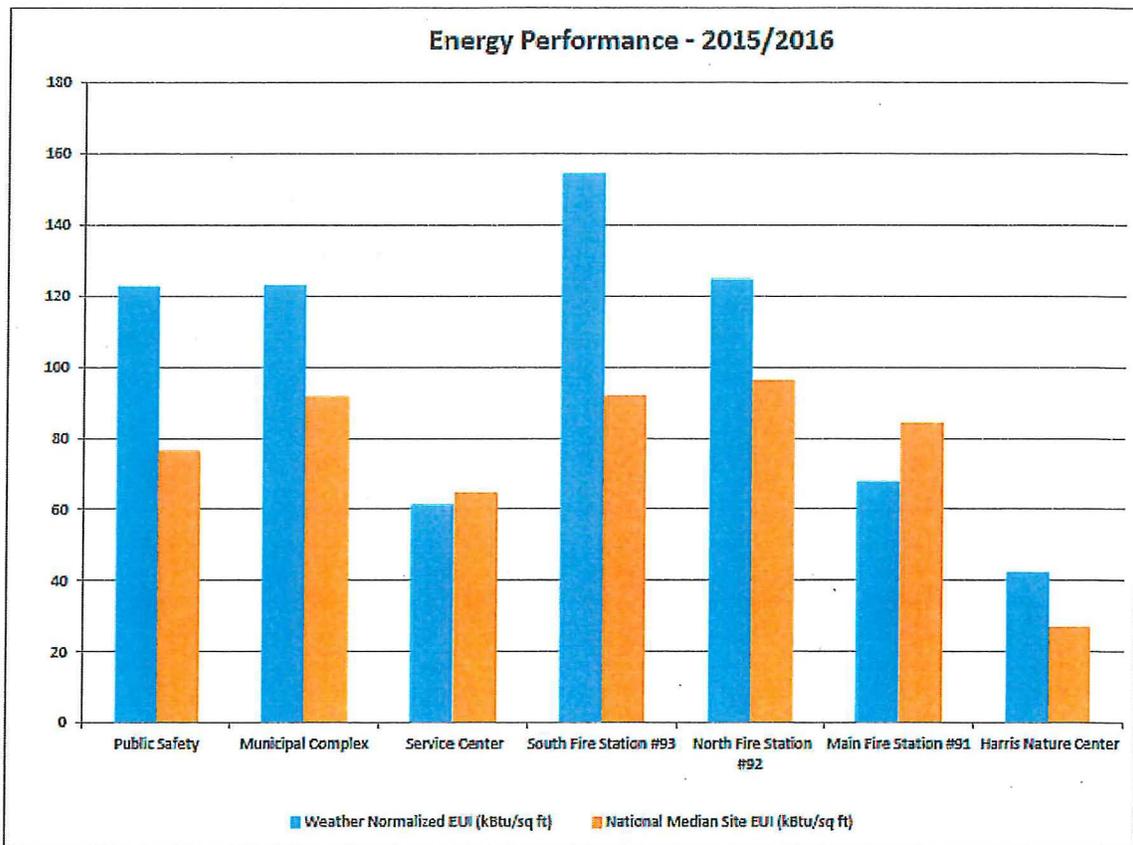


Figure 3 How Meridian's Top-Consuming Buildings Compare to National Median

Objective a.1: Achieve significant energy cost savings and carbon emission reductions in Township facilities.

Strategies:

1. Implement recommendations from the Consumers Energy [Building Performance with Energy Star Study](#) including development and adoption of a Meridian Energy Policy.
2. Implement [Phase II Energy Recommendations](#) and HVAC Engineering Study and include major HVAC upgrades in Capital Improvement Plans.
3. Obtain Energy Star designation for township buildings where possible.
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.
5. Monitor energy savings and return 80% of savings to Revolving Energy Fund.
6. Budget funds for energy efficiency assessments a minimum of once every five years.
7. Address sustainability implications in any 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.

Objective a.2: Explore other opportunities and partnerships to achieve energy savings.

Strategies:

1. Identify and pursue State and Federal grant funding, pilot programs, and utility programs.
2. Further build partnerships such as Michigan Green Community Network, Clean Cities, Sustainability Forums, and expand collaboration with other local governments in our region.
3. Establish incentives to builders to exceed the energy efficiency provisions of the state building code.
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.
5. Create incentives for the use of white roofs or green roofs to reduce cooling loads.

Objective a.3: Provide educational opportunities for Township staff and residents about energy consumption, energy savings opportunities, and utility incentives.

Strategies:

1. Improve delivery of information and data on energy consumption to building managers, Township staff, accounting/budgeting staff, and financial managers.
2. Provide Information to Township residents so they are aware of Township efforts and utility and other programs that can assist them.

b. Renewable Energy

Renewable energy systems are becoming more cost effective as technology advances lead to increased efficiencies and system cost decreases, while the cost of traditional power sources increase. Meridian Township will develop and identify opportunities to install solar, wind, geothermal, and other renewable energy systems at Township facilities and to facilitate installations elsewhere. The focus will be on solar energy in the near term because many opportunities exist.

Past and Current Renewable Energy Efforts:

Meridian Township adopted a wind energy ordinance in May 2011 (Ord. No. 2011-05) to provide standards and regulations pertaining to the location, construction, design, maintenance, and abandonment of wind energy systems and anemometer towers.

The Township worked with Peninsula Solar, Michigan Energy Options, U.S. Dept. of Energy, and Consumers Energy to create a solar demonstration and educational project at Harris Nature Center. The

demonstration includes a solar-powered webcam system and a grid-connected photovoltaic (PV) system. The main panels are mounted on a racking system on the roof (right photo) and a micro-inverter rests behind each panel. The two 250 watt roof-mounted solar panels were made in Michigan by Global Watt. These provide an average of 1.76 kWh on a sunny day. A separate 135 watt PV panel (left photo) powers two webcams pointed at the bird-feeding area and hawk cage. Energy production can be viewed at https://enlighten.enphaseenergy.com/pv/public_systems/Uwam100679/overview



The Meridian Township Energy Team has been identifying opportunities to encourage more solar energy use in the Township. The Lansing Board of Water & Light (LBW&L) is developing a 300 kW Community Solar project in Burcham Park on the border of Meridian Township. Since the Township does not have LBWL street lighting accounts, the Township Board authorized leasing ten 300 watt solar panels at the Burcham Park PV array. The Township will get utility bill credits for 25 years based on the electric production from the leased solar panels.

Objective b.1: Develop Township policies and procedures that encourage the use of renewable energy.

Strategies

1. Revise Township ordinances and procedures to ensure that they encourage energy conservation and the use of renewable energy.
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.

Strategies

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%.
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.
3. Participate in Community Solar or other green purchasing programs where possible.
4. Identify and seek grant funding for demonstrations of new renewable energy technologies.
5. Identify opportunities for non-grid connected applications like solar street lighting and solar lighting for signs.

6. Explore benefits and costs of using a solar electric system as backup power for Township buildings.

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.

Strategies

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.
2. Provide educational opportunities on current and proposed policies, programs and incentives that could help Township residents, businesses, and institutions utilize renewable energy.
3. Share information about funding and vendors with residents and business owners.
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.
5. Collaborate with schools and other institutions on joint purchasing of renewable energy systems.
6. Inventory, highlight, and promote Meridian homes and businesses that feature net-zero, renewable, LEED, and related features.
- 7.

c. Recycling and Waste Reduction

Recycling is an important environmental action taken by most Meridian Township residents and businesses. Recycling saves resources, prevents pollution, supports public health, and creates jobs. Harmful chemicals and greenhouse gasses are released from rubbish in landfill sites. It takes less energy to create new items from recycled materials than it does to create new products from raw materials.

Past and Current Recycling and Waste Reduction Efforts

For over a decade Meridian Township has partnered with citizen groups and waste haulers and recycling providers to provide recycling options to residents. During this time, Meridian has offered drop-off for yard waste, paper, metal, glass, and #1-#2 plastic at its Recycling Center and Transfer Station at 5976 E. Lake Drive in Haslett. This has been expanded to include electronics, Styrofoam/expanded polystyrene, green glass, and batteries. In addition, useable household furniture and knick-knacks are often reclaimed and refinished for resale.

In 2005, Granger, who serves the majority of single-family residential customers in the Township, began providing curbside recycling at no charge to their customers in 1-5 unit single-family dwellings. Also, in 2006, the Meridian Township Citizen’s Recycling Advisory Committee formed and offered the first bi-annual community-wide recycling day. In 2007, Meridian hired a Recycling

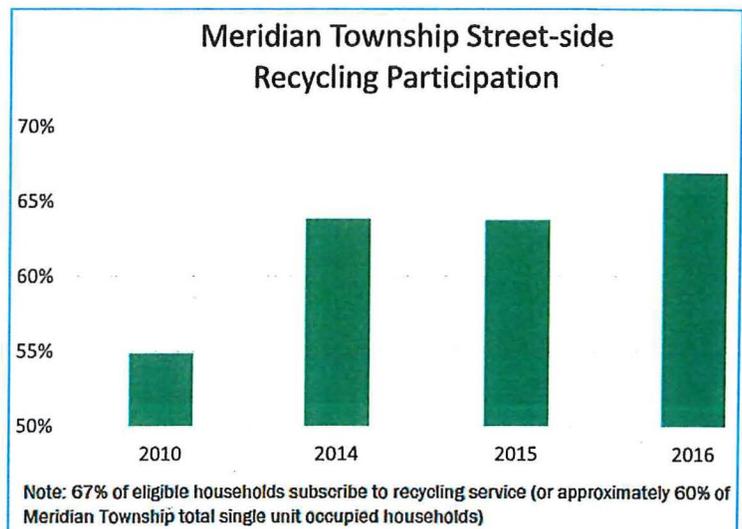


Figure 4 Granger 2016 Recycling Report

Coordinator to assist with recycling efforts in the township. Figure 4 illustrates increases in curbside recycling rates during the past six years.

In 2015, larger residential recycling carts were offered, which helped increase recycling rates in the residential sector in 2016. In addition, more materials were collected at our drop off center.

Objective c.1: Increase recycling in owner-occupied dwelling units. Reduce the amount of materials sent to landfills by 10% in 5 years.

Strategies

1. Work with Granger and others to expand the use of 96 gallon carts and remove disincentives for recycling.
2. Evaluate having a single hauler in the township.
3. Launch a collaborative marketing and outreach program in the Township to promote existing recycling services and options.
4. Conduct regional education and promotion opportunities in collaboration with the Regional Recycling Coordinating Committee (R2C2), Capital Area Local First (CALF) and other neighborhoods, organizations, and partners.

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.

Strategies

1. Promote and expand current recycling efforts in multi-family housing.
2. Revise ordinances and policies as necessary to encourage recycling.
3. Provide technical assistance to managers and occupants of multi-family housing/apartments.
4. Implement a recycling campaign for all township departments.

Objective c.3: Offer community- and region-wide recycling events and other partnerships

Strategies

1. Partner with local business, schools, neighborhoods, governments, churches, and others to promote and offer recycling events.
2. Promote Ingham County household hazardous waste collections.
3. Explore collaborative processing and/or transfer of recyclables locally and/or in the region.
4. Identify and implement food, cooking oil/grease, composting, and related organic material recycling options.
5. Provide educational opportunities concerning the 5 R's: Refuse, Reduce, Reuse, Repurpose, & Recycle.

d. Transportation

Transportation produced 26% of greenhouse gases in 2014⁶. Public and non-motorized alternatives can reduce the impacts from these greenhouse gases. The most accessible alternative to petroleum is often overlooked -- walking and biking. Transportation fuel use reduction measures decrease emissions, save the Township and residents money, enhance environmental quality, and promote public health. The Township will focus on its own fleet, walking and biking, and land use decisions. Land use decisions that lead to infill development and a greater use of public and non-motorized transportation can significantly impact petroleum use.

Past and Current Efforts:

A Complete Streets Ordinance was adopted by the Meridian Township Board on Sept. 18, 2012. The ordinance is intended to provide safe, convenient, and comfortable routes for multiple modes of transportation including but not limited to walking, bicycling, personal vehicles and public transportation.

The Township has 20 miles of trails and 80 miles of pedestrian/bicycle paths. The development and maintenance of the trails and pathways are funded through the Park Millage and Pedestrian/Bicycle Pathway Millage. They are maintained by Township Parks and Grounds Maintenance Staff. The purpose of the pedestrian/bicycle pathway system is to provide a network of interconnected pathways throughout Meridian Township that connect destination points including schools; libraries; parks; public buildings; commercial areas; and connecting routes outside the Township.

Smart Commute competitions, coordinated by the Mid-Michigan Environmental Action Council, encourage trips involving alternatives to single-occupancy motor vehicles. Meridian Township staff has participated in the competitions for a number of years and in 2015 placed first among 23 teams participating. The 34-member Primed Meridian team won with 1,083 smart commutes, up from the previous year when the team had 927 trips. The Township has also offered bikes and bike helmets to employees and volunteers for the past three years.

The Meridian Energy Team partnered with the Greater Lansing Area Clean Cities Coalition and ChargePoint to purchase and install an electric vehicle charging station at Studio C in 2012. The Township has also explored clean diesel technology and experimented with biodiesel in its vehicles.

The Meridian Transportation Commission began meeting in January 2017. The purpose of the commission is to review transportation services, both public and private, within the township as to their efficiency, sufficiency, and costs and make recommendations, if necessary, for improvements.

Objective d.1: Encourage employee and citizen participation in Smart

⁶ Fast Facts on Transportation Greenhouse Gas Emissions, U.S. Environmental Protection Agency, 2016



Commute competitions and encourage Township employees and citizens to be smart commuters year round.

Strategies

1. Continue to expand the bike and pedestrian pathways network throughout the Township.
2. Incentivize employee participation in Smart Commute competitions and encourage employees to be smart commuters year round.

Objective d.2: Decrease the use of petroleum in the Township vehicle fleet.

Strategies

1. Choose the cleanest and most fuel-efficient vehicle that meets the department's needs.
2. Use electric or hybrid vehicles whenever possible.
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.
6. Review and update the idling policy for the government fleet and/or a community-wide policy.
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.

Strategies

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.
4. Offer fast tracking and technical assistance for sustainable developments.

Objective d.4: Provide educational opportunities on transportation alternatives that can reduce petroleum use.

Strategies

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.
3. Continue membership in and partnerships with Greater Lansing Area Clean Cities (<http://michigancleancities.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.

e. Water Management

Water and how it is managed impacts almost all aspects of society, in particular health, food production, water supply and sanitation, and the functioning of ecosystems. Higher temperatures and changes in extreme weather conditions due to climate change are projected to affect rainfall, river flows groundwater, and water quality. Water management is an important Township responsibility and pollution prevention and wetland preservation are priorities. One of the most significant Climate Change impacts in Meridian Township will be more major rain events that lead to flooding.



Drinking water and wastewater systems account for approximately 2 percent of energy use in the United States, adding over 45 million tons of greenhouse gases annually. As much as 40 percent of operating costs for drinking water systems can be for energy.⁷

Past and Current Water Management Efforts:

Meridian Township Public Works and Engineering maintains, repairs and operates the water distribution system; which includes 158 miles of water mains, over 12,000 water services, over 15,000 water meters, over 15,000 remote readers, over 1,900 fire hydrants, and two 500,000 gallon elevated storage tanks. The Township's web site has information on storm water management and pollution prevention including the following topics: Pollution Isn't Pretty, How to Properly Wash Pavement and Your Car, Pesticides and Fertilizers, Green Infrastructure and Low Impact Development, and Managing Riparian Lands.

"Eliminating Phosphorus Fertilizers in Meridian Township" was developed by the Environmental Commission in _____. This brochure explains why eliminating phosphorus fertilizers is necessary and important. Effective January 1, 2012, Michigan's phosphorus ban took effect making the application of lawn fertilizer containing phosphorus illegal.

The Township is a member of the East Lansing Meridian Water & Sewer Authority and purchases treated water from the Authority for areas of the Township north of Bennett Road and Kinawa Dr. The

⁷ Sustainable Water Infrastructure: Energy Efficiency for Water Utilities, U.S. Environmental Protection Agency, April 24, 2017

Township purchases treated water from the Lansing Board of Water & Light for areas south of Bennett Road and Kinawa Dr.

The Township enacted a wetlands protection ordinance that is more protective of wetlands than State regulations. The Township ordinance stipulating “no net loss” of wetlands means that wetlands drained or filled must be replaced by a wetland of equal or greater size. This includes wetlands as small as .25 acres. The Township maintains a wetland inventory and incorporates wetlands considerations into the site plan review process, including setbacks from natural features such as wetlands.

Objective e.1: Decrease water usage at Township facilities.

Strategies

1. Use building audits to determine which water fixtures to upgrade.
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.

Objective e.2: Reduce storm water runoff.

Strategies

1. Partner with the Ingham County Drain Commissioner on reduction in storm water runoff.
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.
5. Provide credits on water bills for rain barrels, porous pavement, and rain gardens.
6. Encourage projects that reuse storm water for irrigation purposes.
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.

Objective e.3: Provide educational opportunities concerning water conservation and management.

Strategies

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.
2. Use media, web page, HOM-TV, public forums, and other means to encourage water

conservation.

Objective e.4: Explore opportunities for water efficiency improvements within Meridian's water supply and sewage treatment systems.

Strategies

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.

f. Monitoring and Evaluation

Objective f. 1: Monitor greenhouse gas reductions and energy and cost savings and determine benefits to the community.

Strategies

1. Conduct a greenhouse gas inventory of the Township government operations.
2. An annual progress report will be prepared by township management on activities related to the Climate Sustainability Plan.
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
4. Prioritize top energy-using sites, buildings, and equipment for more frequent monitoring.
5. Explore opportunities with Consumers' E-Billing Program, smart metering, street lighting, and other pilot programs.
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)
 - 2) Annual municipal and community energy consumption (MBTU)
 - 3) Annual energy and cost savings from energy improvements to municipal buildings (MBTU, \$)
 - 4) Annual renewable energy generated from township facilities or purchases (kWh)
 - 5) Annual renewable energy generation in the community (kWh)
 - 6) Materials recycled communitywide (tons)
 - 7) Number of participants recycling (#residents, #businesses)
 - 8) Annual municipal water consumption (gallons)
 - 9) Annual community water consumption (gallons)
 - 10) Number of electric, electric hybrid, or alternative fuel vehicles in the township fleet
 - 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.

Conclusion

This Climate Sustainability Plan for Meridian Township documents activities implemented by the Township since the Township's signing of the U.S. Mayors Climate Protection Agreement in 2007. Much progress has been made and the Township's departments and residents can be proud of the efforts to date. The Meridian Township Board adopted a resolution of support for the Paris Climate Accord on June 20, 2017. Implementation of this plan will support the Paris Climate Accord and enable Meridian Township to:

- Contribute to the worldwide efforts to curb greenhouse gas emissions.
- Make our community a more sustainable, resilient, affordable, and vibrant place to live.
- Make our township government operations more energy and resource efficient and better prepared to deal with the impacts of climate change.

Acknowledgements

Many organizations and citizens assisted in the development of this plan by providing presentations on climate change topics, comments on plan drafts, and suggestions for objectives and strategies.

- City of East Lansing
- Great Lakes Integrated Sciences & Assessments
- Consumers Energy
- Ingham County Drain Commission
- Meridian Economic Development Corp.
- Meridian Energy Team
- Meridian Environmental Commission
- Meridian Planning Commission
- Meridian Transportation Commission
- Michigan Climate & Health Adaptation Program, MDHHS
- Michigan Green Communities Network
- Michigan State Climatologist's Office

Figure 1: Great Lakes Integrated Sciences & Assessments (GLISA)

Figure 2: Michigan Climate and Health Adaptation Program

Figure 3: Consumers Energy Building Performance Study (2017) <http://bit.ly/energy-performance-17>

Figure 4: Granger 2016 Recycling Report



To: Transportation Commission
From: Assistant Police Chief Ken Plaga
Date: July 13, 2017
Re: Meridian Township Traffic Safety Information

Attached is information on traffic safety issues within Meridian Township. Please review the information attached for the July 20, 2017 Transportation Commission meeting. A brief presentation followed by questions and answers will be provided during the next commission meeting.

Meridian Township Traffic Safety

High Crash Areas (2014-2016)

1. Marsh Rd at Grand River Ave.	96
2. Okemos Rd at Grand River Ave.	66
3. Haslett Rd at Marsh Rd.	51
4. E. Mount Hope Rd at Hagadorn Rd	51
5. Park Lake Rd at Grand River Ave	50
6. Jolly Rd at Okemos Rd	48
7. Cornell Rd at Grand River Ave.	36

Bicyclist and Pedestrian crashes

Attachments

Roadway Improvements

Haslett Road (Marsh Rd to Green Rd.)

Hamilton Rd at Marsh Rd. (Roundabout)

Kinawa Drive (signaled pedestrian crossing)

Birch Row (traffic calming center islands)

Mount Hope Rd. at Hagadorn Rd. (Turn lane and signal timing)

Lake Lansing Rd. from Saginaw to Murphy Elementary (Road Diet)

Enforcement

Directed Patrols

Motorcycle Enforcement

State Funded Grant Activities

Speed sign and trailers

TOP CRASH INTERSECTION 2014-2016

Intersection	# Of Crashes (2014-2016)	Time of Day (2014)	Time of Day (2015)	Time of Day (2016)
Marsh Rd. @ W Grand River Ave	96	3:00pm-6:00pm	6:00pm-9:00pm	6:00pm-9:00pm
Okemos Rd. @ W Grand River Ave	66	6:00pm-9:00pm	Noon-3:00pm	Noon-3:00pm
Haslett Rd. @ Marsh Rd.	61		Noon-3:00pm	
E Mount Hope Rd. @ Hagadorn Rd.	51	3:00pm-6:00pm	Noon-3:00pm	
Park Lake Rd. @ E Grand River Ave	50	Noon-3:00pm	Noon-3:00pm	Noon-9:00pm
Jolly Rd. @ Okemos Rd.	48			6:00pm-9:00pm
Cornell Rd. @ W Grand River Ave	36	6:00am-9:00am		
Central Park Dr. @ Marsh Rd.	33			
Haslett Rd. @ Okemos Rd.	25			
Bennett Rd. @ Okemos Rd.	21			
E Grand River @ Northwinds Dr.	21			

TOP 20 CRASH INTERSECTIONS 2016

Rank	City/Township	Location	Crashes
1	Meridian Twp	MARSH RD @ W GRAND RIVER AVE	36
2	Meridian Twp	HASLETT RD @ MARSH RD	27
3	Alaiedon Twp	JOLLY RD @ OKEMOS RD	23
4	Meridian Twp	PARK LAKE RD @ E GRAND RIVER AVE	20
5	Meridian Twp	OKEMOS RD @ W GRAND RIVER AVE	18
6	East Lansing	E MOUNT HOPE RD @ HAGADORN RD	16
7	Meridian Twp	BENNETT RD @ OKEMOS RD	15
8	East Lansing	S HAGADORN RD @ EYDE PKWY	14
9	Meridian Twp	CENTRAL PARK DR @ DOBIE RD	13
10	Meridian Twp	E GRAND RIVER AVE @ NORTHWIND DR	13
11	Meridian Twp	HASLETT RD @ OKEMOS RD	12
12	Meridian Twp	CENTRAL PARK DR @ MARSH RD	11
13	Lansing	HAGADORN RD @ BENNETT RD	11
14	Meridian Twp	OKEMOS RD @ CLINTON ST	10
15	Meridian Twp	CORNELL RD @ W GRAND RIVER AVE	9
16	East Lansing	HANNAH BLVD @ S HAGADORN RD	9
17	Meridian Twp	MARSH RD @ LAKE DR	9
18	Meridian Twp	HAMILTON RD @ OKEMOS RD	9
19	Meridian Twp	MARSH RD @ TIMES SQUARE DR	9
20	Meridian Twp	E GRAND RIVER AVE @ NORTHWIND DR	8

2015 TOP 20 CRASH INTERSECTIONS

Rank	City/Township	Location	Crashes
1	Meridian Twp	MARSH RD @ W GRAND RIVER AVE	24
2	Meridian Twp	OKEMOS RD @ W GRAND RIVER AVE	23
3	Meridian Twp	HASLETT RD @ MARSH RD	19
4	East Lansing	E MOUNT HOPE RD @ HAGADORN RD	17
5	Meridian Twp	PARK LAKE RD @ E GRAND RIVER AVE	14
6	Alaiedon Twp	JOLLY RD @ OKEMOS RD	13
7	Meridian Twp	E GRAND RIVER AVE @ MERIDIAN RD	13
8	Meridian Twp	CENTRAL PARK DR @ MARSH RD	13
9	Meridian Twp	W GRAND RIVER AVE @ CORNELL RD	12
10	Meridian Twp	CLINTON ST @ OKEMOS RD	9
11	Meridian Twp	HAMILTON RD @ OKEMOS RD	9
12	Williamstown Twp	E GRAND RIVER AVE @ ZIMMER RD	9
13	Meridian Twp	MARSH RD @ TIMES SQUARE DR	9
14	Meridian Twp	OKEMOS RD @ E MOUNT HOPE RD	8
15	Meridian Twp	MARSH RD @ LAKE CT	8
16	Meridian Twp	MARSH RD @ NEWMAN RD	8
17	East Lansing	HASLETT RD @ PARK LAKE RD	7
18	Meridian Twp	CENTRAL PARK DR @ DOBIE RD	7
19	Meridian Twp	W GRAND RIVER AVE @ HILLCREST AVE	7
20	Meridian Twp	E GRAND RIVER AVE @ E BROOKFIELD DR	7

2014 TOP 20 CRASH INTERSECTIONS

Rank	City/Township	Location	Crashes
1	Meridian Twp	MARSH RD @ W GRAND RIVER AVE	36
2	Meridian Twp	OKEMOS RD @ W GRAND RIVER AVE	25
3	East Lansing	E MOUNT HOPE RD @ HAGADORN RD	18
4	Meridian Twp	PARK LAKE RD @ E GRAND RIVER AVE	16
5	Meridian Twp	CORNELL RD @ W GRAND RIVER AVE	15
6	Meridian Twp	HASLETT RD @ MARSH RD	15
7	Meridian Twp	MARSH RD @ NEWMAN RD	14
8	Meridian Twp	HASLETT RD @ OKEMOS RD	13
9	Alaiedon Twp	JOLLY RD @ OKEMOS RD	12
10	Meridian Twp	E GRAND RIVER AVE @ MERIDIAN RD	11
11	Meridian Twp	CENTRAL PARK DR @ MARSH RD	9
12	Meridian Twp	W GRAND RIVER AVE @ PADDOCK DR	9
13	Lansing	BENNETT RD @ HAGADORN RD	9
14	Meridian Twp	OKEMOS RD @ E MOUNT HOPE RD	8
15	Meridian Twp	BROOKFIELD DR @ E GRAND RIVER AVE	8
16	East Lansing	E LAKE LANSING RD @ I 69 BL	8
17	Meridian Twp	OKEMOS RD @ JOLLY OAK RD	7
18	East Lansing	HANNAH BLVD @ S HAGADORN RD	7
19	Meridian Twp	E LAKE LANSING RD @ PARK LAKE RD	7
20	Meridian Twp	BENNETT RD @ OKEMOS RD	7

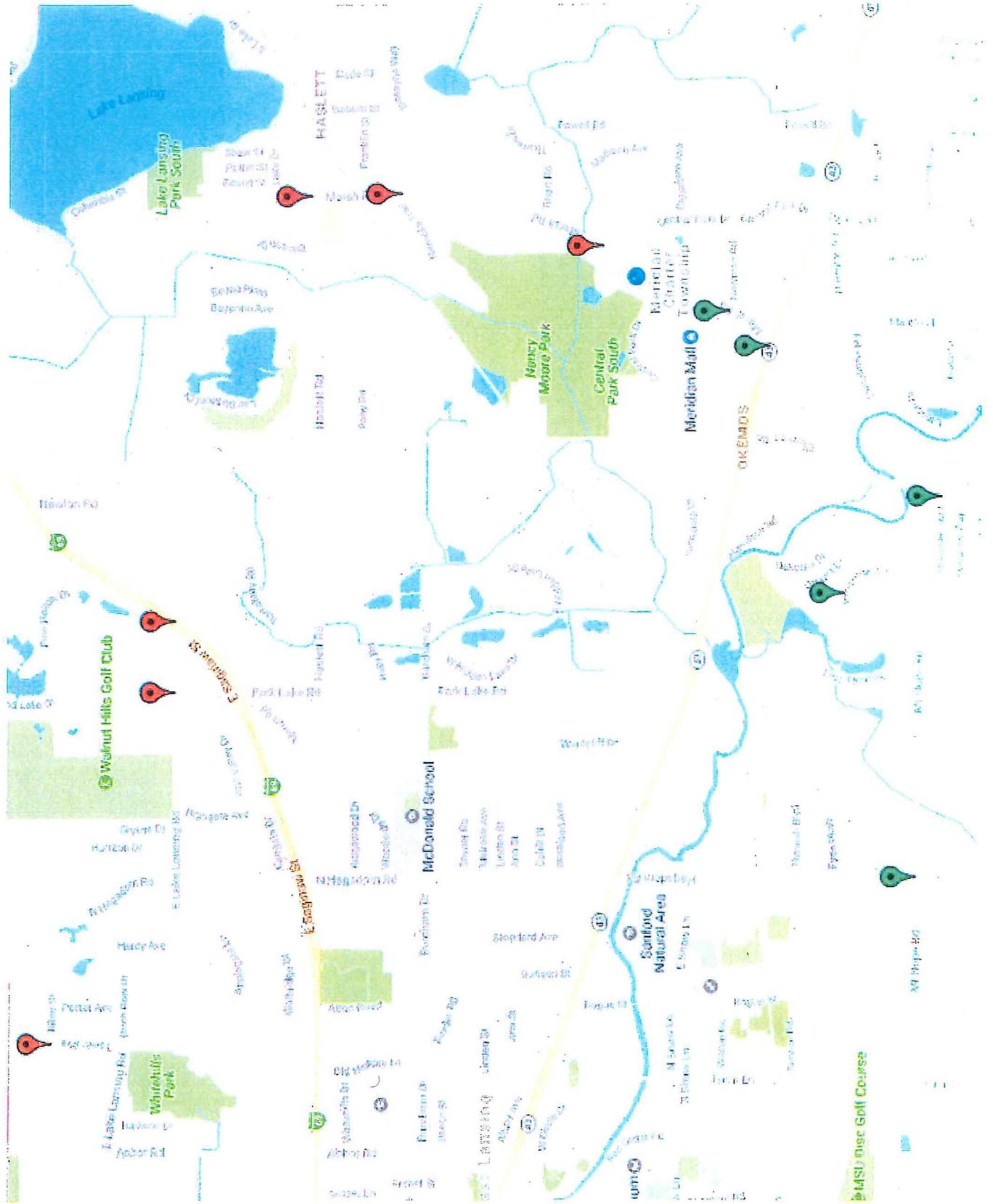
2013-2016 Bicyclist & Pedestrian Crashes

Bicyclist		2015		2014		2013	
2016	Intersection	Time	Intersection	Time	Intersection	Time	Intersection
Time							
7:50 AM	Kinawa/Okemos	12:30 PM	Towar /Biber	7:25 AM	School/Haslett	3:05 AM	Cornell/Haslett
7:55 AM	Central Park/Marsh	2:00 PM	Haslett/Marsh	12:30 PM	Hannah/Esoteric	8:20 AM	Cornell/Hatch
8:20 AM	Bennett/Hulett	4:00 PM	Park Lake/Lake lansing	1:50 PM	Northwind/Grand River	8:50 AM	Sleepy Hollow/Lake Lansing
9:17 AM	Grand River/Paddock	5:00 PM	Times Square/Marsh	3:27 PM	Tihart/Marsh	9:45 AM	Fox Hollow/Okemos
10:25 AM	Park Lake/Grand River	9:58 PM	Sagniaw/Lake Lansing	3:30 PM	Mt. Hope/Fairlane	10:15 AM	Central Park/Grand River
11:35 AM	Park Lake/Grand River	11:20 PM	Nemoke/Marsh	5:14 PM	Hamilton/Grand River	11:40 AM	Grand River/Okemos
1:25 PM	Haslett/Marsh			5:48 PM	Grand River/Dobie	6:00 PM	Haslett/Marsh
2:00 PM	Cornell/Haslett			6:44 PM	Forest/Farm	6:30 PM	Haslett /Marsh
5:18 PM	Marsh/Time Square			9:52 PM	Okemos/Mt.Hope	7:50 PM	W. Sleepy Hollow/Lake Lansing
6:40 PM	Kinawa/Dobie			10:50 PM	Short/Grand River		

Pedestrian		2015		2014		2013	
2016	Intersection	Time	Intersection	Time	Intersection	Time	Intersection
Time							
7:41 AM	Edson/Haslett	7:00 AM	Hagadorn/Mt. Hope	6:05 AM	Hannah/Hagadorn	1:30 AM	Biber/Rutherford
12:32 PM	Grand River/Northwind	8:25 AM	Arrowhead/Chippewa	10:54 AM	Grand River/Marsh	12:00 PM	Sophiea/Laforet
8:15 PM	Marsh/Grand River	12:49 PM	Newman/Marsh	3:00 PM	Kinawa/Channing	3:55 PM	Marsh/Lake Lansing
9:20 PM	Grand River/Dawn	4:22 PM	Okemos/Shawnee	7:24 PM	Lake/Shaw	5:35 PM	Grand River/Marsh
		7:26 PM	Marsh/Grand River	10:00 PM	Grand River/ Paddock	9:15 PM	Grand River/Northwind

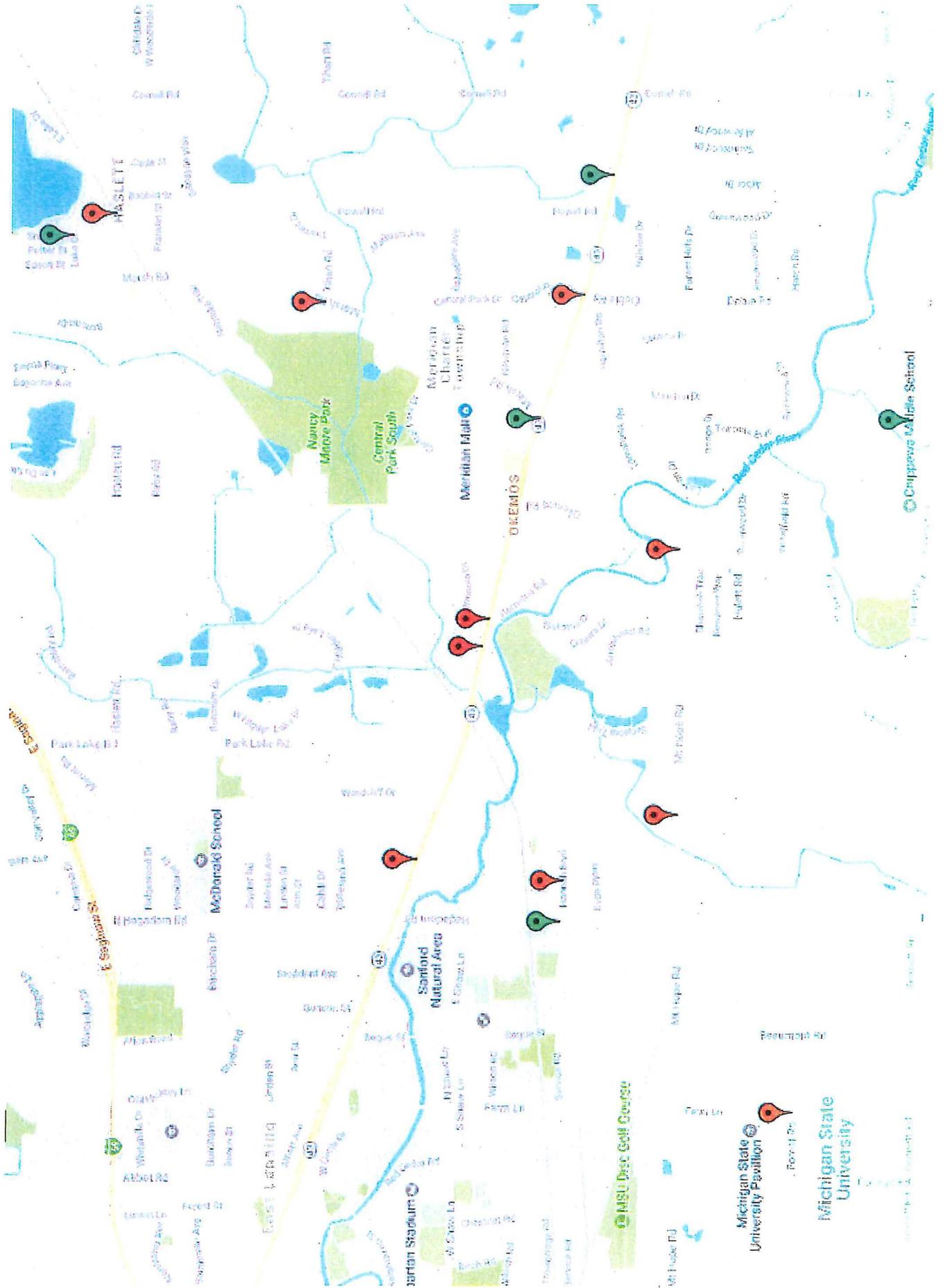
Red Points = Bicycle
Green Point = Pedestrian

2015



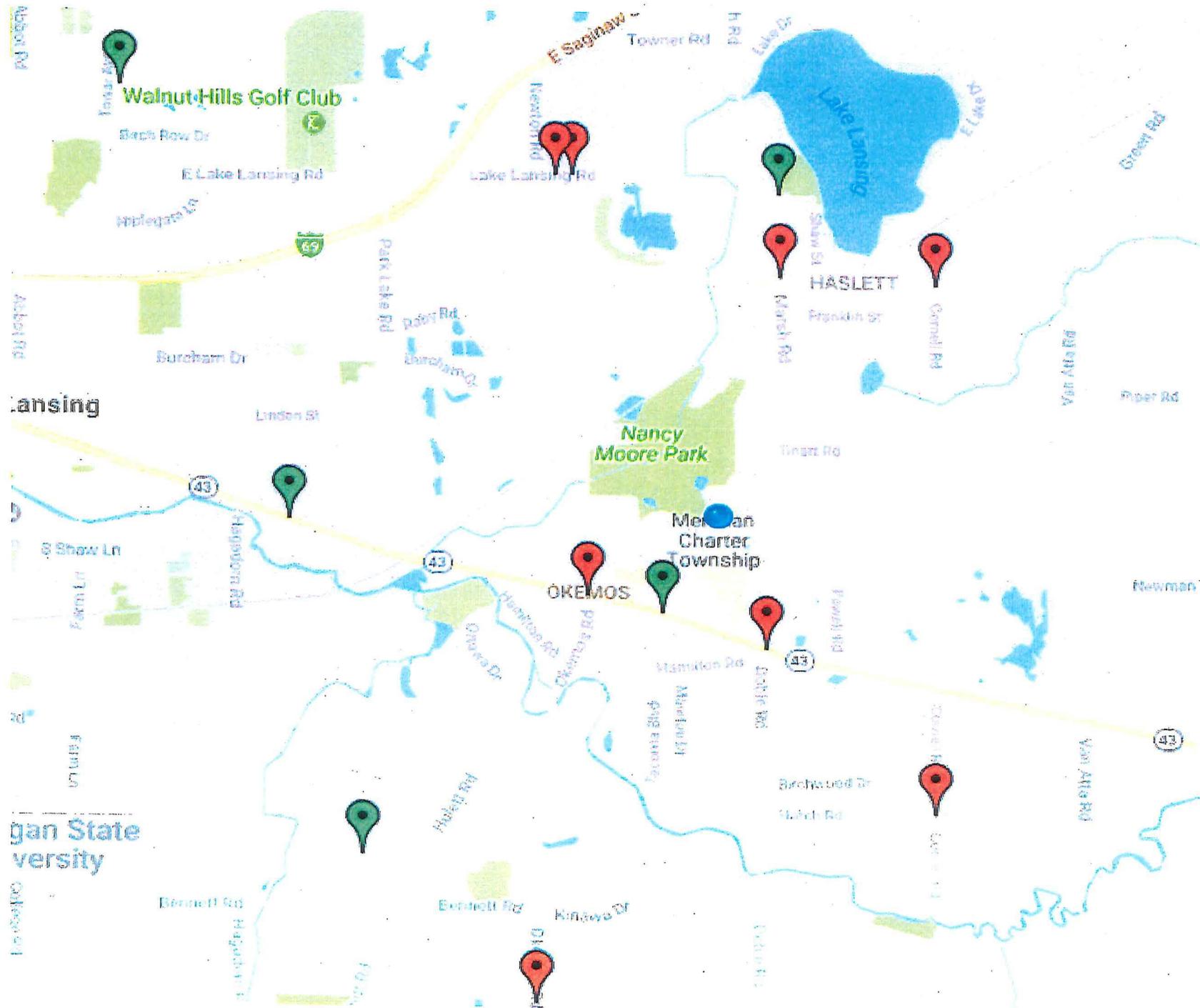
Red Points = Bicycle
Green Point = Pedestrian

2014



Red Points = Bicycle
Green Point = Pedestrian

2013



July 13, 2017

Meridian Transportation Commission Recommendation on Redi-Ride Service Program-DRAFT

Near-Term Recommendation

- Due to the impending 12/2018 CATA Redi-Ride millage renewal, certain suggestions are recommended to be acted on/implemented within the next 8-12 months
- Draft new, updated Service Agreement between Meridian Twp and CATA for Redi-Ride services to be provided with an agreement expiration date of 12/2018
- Utilizing relevant best practices from similar on-demand transit program contracts/agreements from other transit agencies within the state, this updated Service Agreement should include:
 - Regular reporting by CATA to Meridian Twp on the Redi-Ride program, including but not limited to ridership, fare box proceeds, costs/expenses, capacity/demand limitations, on-time and rider cancelation data, and recommendations for improving service and responding to resident feedback/input...accountability measures
 - Data collection and analysis to continuously improve Redi-Ride services
 - Regularly scheduled meetings between CATA and Meridian Township to promote a constructive relationship and direct involvement with CATA mobility manager/staff for improved scheduling and alternative ride options
 - Require technology upgrades or commitments for development of technology upgrades like bus tracking and online/mobile access to booking rides
- In addition to the development of an updated Service Agreement document and following receipt of tracked data and analysis from CATA on peak demand time frames, request cost estimates for:
 - Additional bus equipment to alleviate capacity problems – what are the high demand time periods and what is the cost for an additional bus to run during those peak times to accommodate demand
 - Additional/extended hours of service beyond current 5 PM limit – what is the cost per bus for each hour of service beyond 5 PM
 - Additional staffing for dedicated phone access and/or scheduling improvements/routing efficiencies
 - Online and mobile technology upgrades to improve efficiency and rider experience
 - Options for reducing current 4-hour advance booking window/options for “real-time” ride booking

Medium-Term Recommendation

- Suggest that the CATA Redi-Ride millage renewal in 2018 only be authorized for a 3-5 year time period, coordinated with other expected township ballot initiatives
 - Based upon some of the changing dynamics in area transit options, i.e., improved mobility management techniques, transportation network company involvement in the transit space, and the potential for a statewide roll-out of the new non-medical emergency care mobility management program could all

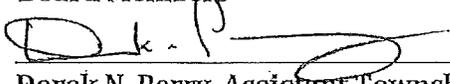
impact the effectiveness and/or redundancy of the Redi-Ride program in its current form

- Need for hard data on use and demand deficiencies within the current program and options/recommendations and costs related to alleviating those concerns, whether those be from tax, fare box, or vendor efficiencies...or a combination of those sources – allows time for resident input and education
- Provides opportunity to evaluate the effectiveness of the proposed new accountability and transparency measures with CATA

Long-Term Recommendation

- Following interim millage renewal period (3-5 years), plan for a long-term (10 year) millage vote
 - Evaluate service and technology improvements/responsiveness/accountability from CATA to determine provider effectiveness going forward
 - Decide on service enhancements/changes that require additional financial support that can be built into/added to millage request or adjustment to fares at that time
 - Determine any needed changes in service/program parameters based upon transit market/environment



To: Board Members
From: 
Derek N. Perry, Assistant Township Manager
Director of Public Works & Engineering

Date: June 20, 2017

Re: Local Roads 2017 Project List

In the 2017 Local Roads budget, \$772,400.00 is allocated for neighborhood (local) street projects. That budgeted amount is made up of the following revenue sources: Local street millage (0.2492 mills) - \$407,400.00, General Fund additional allocation - \$250,000.00 and the Ingham County local match of \$115,000.00.

After careful and extensive review of all 147 miles of local streets the following roads have been selected and are recommended for pavement work in 2017.

Street, From- To	
Woodwind Trail, Lake Drive to Oak Park Trail	\$92,854.00
Woodside, White Ash to Haslett Rd	\$89,369.00
Woodside, White Ash to Ventura	\$53,745.00
E. Hidden Lake, Sapphire to Burcham	\$103,003.00
Whistler, Park Lake Rd to Blue Haven	\$41,268.00
Chippewa, Arrowhead to Ottawa	\$17,070.00
Ardmore, Kent to Grand River Ave.	\$34,780.00
Birchwood, Tacoma to Kenosha East	\$93,620.00
Alderwood, Silkwood to Ivywood	\$42,539.00
Satinwood, Silkwood to Ivywood	\$39,470.00
Heartwood, S. End to Comanche	\$49,466.00
Dustin, Heartwood to S. End	\$45,774.00
Additional Costs and Contingency (traffic control, restoration, etc.)	\$65,000.00

Total Estimate \$ \$767,958.00

All of the neighborhood streets selected for improvement in 2017 have not received any significant pavement work in over 25 years according to Township records. As in previous years, the Ingham County Road Department (ICRD) will bid, award and oversee the contract and manage the project in the Township as the local road authority. Our Public

Memo to Township Board (Item 12. C)
June 20, 2017
Re: Local Roads 2017 Project List
Page 2

Works & Engineering team will provide support and coordinate with the ICRD throughout the project.

In 2018 we anticipate the majority of the local road funds to be used for Towner Road and East and West Sleepy Hollow Lane.

The following motion is proposed for Board consideration:

MOVE TO APPROVE THE LOCAL ROADS 2017 PROJECT LIST AND AUTHORIZE THE DIRECTOR OF PUBLIC WORKS & ENGINEERING TO PROCEED WITH THE PROJECT.