



**AGENDA**  
CHARTER TOWNSHIP OF MERIDIAN  
MERIDIAN TRANSPORTATION COMMISSION  
July 21, 2022 6:00 p.m.

1. CALL MEETING TO ORDER

2. APPROVAL OF AGENDA

3. APPROVAL OF MINUTES  
A. June 16, 2022

4. COMMUNICATIONS

5. PUBLIC REMARKS

6. COMMISSION DISCUSSION  
A. Annual CATA Presentation (CATA)  
B. Bicycle Friendly Community update (Staff)  
C. General Commission Comments

7. PROJECT UPDATES  
A. MDOT M-43 Project update  
B. Okemos Road Project update

8. REPORTS / ANNOUNCEMENTS  
A. Township Board  
B. Planning Commission  
C. Chair  
D. Staff

9. NEXT MEETING DATES  
A. Township Board Meeting July 26, 2022  
B. Transportation Commission Meeting September 15, 2022

10. ADJOURNMENT

**IN PERSON MEETING**

**Town Hall Room**

**5151 Marsh Road**

Individuals with disabilities requiring auxiliary aids or services should contact Director of Community Planning and Development Mark Kieselbach, 5151 Marsh Road, Okemos, MI 48864 or 517.853.4506 - Ten Day Notice is Required.  
Meeting Location: 5000 Okemos Road, Okemos, MI 48864 Central Fire St.

Providing a safe, welcoming, sustainable, prime community.





Charter Township of Meridian  
Meridian Transportation Commission  
5151 Marsh Road, Okemos, MI 48864  
Thursday, June 16, 2022 – Minutes – DRAFT

**Members Present:** Vice-Chair Lovell, Commissioner Hudson (via Zoom), Commissioner Potter, and Trustee Sundland

**Members Absent:** Chair Vagnozzi, Commissioner Robertson

**Others Present:** Senior Planner Brian Shorkey, Director of Public Works Dan Opsommer, Planning Commissioner Bill McConnell

1. CALL MEETING TO ORDER

Vice-Chair Lovell called the meeting to order at 6:15 PM

2. APPROVAL OF THE AGENDA

**MOTION BY COMMISSIONER POTTER TO APPROVE THE AGENDA. SUPPORTED BY TRUSTEE SUNDLAND. MOTION PASSES 4-0.**

3. APPROVAL OF THE MINUTES – February 17, 2022

**AFTER DISCUSSION, MINUTES APPROVED AS WRITTEN BY PROCLAMATION OF VICE-CHAIR LOVELL.**

4. COMMUNICATIONS

No communications were received since the last meeting.

5. PUBLIC REMARKS

None.

6. COMMISSION DISCUSSION

A. Township Funded Road Projects

Director of Public Works Dan Opsommer presented maps showing 2019 and 2021 PASER data and 2021 and 2022 local road projects. Discussion about township and county projects in 2022 and 2023. Discussion about the Towar Avenue and Lake Lansing Road project.

Director of Public Works Dan Opsommer said that road project bids are up 45% per mile in 2022 versus 2021 and that the Board has appropriated \$1.3 million in recover funds to road projects. Discussion of Okemos Road bridge and Grand River projects. Director of Public Works Dan Opsommer said that police enforcing local traffic only in Indian Hills. Director of Public Works Dan Opsommer said that the MSU to Lake Lansing trail project is going to bid next week. It is using a TAP grant and tree clearing has begun. Engineering is being done for Phase II from Grand River to Okemos.

B. Bicycle Friendly Community discussion

Senior Planner Shorkey summarized the Bicycle Friendly Community application in the packet and offered to begin the application process on behalf of the Commission. Senior Planner Shorkey said that he would bring the draft application to the Commission at their next meeting so that they could review it before submittal. After further discussion, Commissioner Potter moved to pursue the Bicycle Friendly Community status, seconded by Trustee Sundland. Motion approved 4-0.

C. Traffic Impact Study Draft Ordinance

Senior Planner Shorkey summarized the draft traffic impact study ordinance and asked the Commission if they had any comments. He said that the Planning Commission had received the ordinance favorably and that at the public hearing, Staff was asked to send it to the Transportation Commission for review. Commissioner Potter asked if the draft ordinance discussed bike or pedestrian traffic. Senior Planner Shorkey said that it did not, but that there were other ordinances that addressed non-motorized transportation. The Commission generally reviewed the draft ordinance favorably. After discussion, Commissioner Potter suggested that the Transportation Commission might have greater input on projects in the future.

D. General Commission Comments

Commissioner Potter discussed the Kinawa and Chippewa schools' Safe Routes to School projects and updated Commission on the status of their applications.

Vice-Chair Lovell commented on the sidewalk on Newton Road and pointed out that it stops short of the township parking lot by about 50 feet. Director of Public Works Dan Opsommer brought up the area on Google Maps and discussed. Director of Public Works Dan Opsommer said that the northern end of the sidewalk would be closed with a boardwalk when Sierra Ridge III is constructed. After further discussion, Senior Planner Shorkey said that he would look into the sidewalk gap between Rite Aid and Costco.

7. PROJECT UPDATES

No further comments.

8. REPORTS/ANNOUNCEMENTS

A. Township Board

Trustee Sundland updated the Commission the Township Board's activities.

B. Planning Commission

Planning Commissioner McConnell updated the Commission on the Planning Commission's recent work and the potential ordinance amendments that are being worked on. Planning Commissioner McConnell spoke about the Environmental Commission's Climate Change plan update and said that the transportation element was being updated.

C. Chair

Chair Vagnozzi spoke very highly of the late Supervisor Styka.

D. Staff

Senior Planner Shorkey had no update.

9. NEXT MEETING DATES

The next meeting of the Commission is scheduled for July 21, 2022. Commissioner Potter asked about the Transportation Commission's meeting schedule. Senior Planner Shorkey confirmed that the Transportation Commission meets every other month and that the next meeting is in July and that the Transportation Commission would be back on schedule.

10. ADJOURNMENT

Vice-Chair Lovell adjourned the meeting at 7:48 p.m.

Meridian Charter Township

Started at: 7/1/2022 03:40 PM - Finalized at: N/A

**Page: Application Tips**

- **A word version of this application is available for download, at <https://bit.ly/BFCapp2022> (<https://bit.ly/BFCapp2022>)** - that document highlights all new and updated questions on the application since the previous round, and can also be useful to review all the dependent fields that are hidden on the online application until their corresponding parent answer option is selected.
- Find a Glossary of Terms used in the BFC Application here (<https://docs.google.com/spreadsheets/d/1IK31XfewKWUCVr6BuLJvooO8A7jKfUziGBj0hzxqXjE/edit#gid=0>). If you come across a term on the application that is not listed on the glossary that you have questions about, please email [bfa@bikeleaeue.org](mailto:bfa@bikeleaeue.org).
- **The Bicycle Friendly Community online application now allows multiple user accounts to collaborate** on a single application! To add a collaborator, click on "Manage Collaborators" in the upper right-hand corner of your online application. Learn more on our Application Portal FAQs (<https://bicyclefriendly.secure-platform.com/a/page/FAQs>).
- The application will refer to your type of jurisdiction as 'community' throughout the application, for a lack of a better term. So when the application asks about bicycle amenities, services and other resources in your community, **please only list what is provided within your jurisdiction's boundaries**. However, if there is a significant bicycle amenity or activity close by that benefits your community, you can tell us about it in the bonus point question at the end of the appropriate 'E' section.
- The application is designed **for communities of all sizes**. The conditions that make your community unique -- size, type, location, climate, demographics -- are important when determining how to best encourage and support bicycling, and will be taken into consideration when we review your application.
- **It is not necessary to be able to check every box on this application to earn a BFC designation**. We've provided a comprehensive menu of all the ways a community can be bicycle-friendly, and some options are more valuable than others, or more relevant to some communities than others, but we don't expect any community to do everything on the list.
- Unless a question specifically asks about plans for the future, **only check boxes for things that are already being done**. So if several improvements for bicyclists are still in the planning stage, you can either wait a year or two before you apply to increase your chances to receive an award, or you can apply now to benchmark and watch your community move up in award levels in the future (which can be a powerful way to show the impact of investments).
- If your community is doing something that isn't listed in the checkboxes, or that goes above and beyond any of the check box options, please tell us about it! Check "other" on the appropriate question, or **use the bonus point questions at the end of each 'E' section and the 'Final Overview' section at the end of the application to give us more details**. This not only helps us to better understand your community, it also helps improve the program by identifying new trends and best practices.
- If you would like to share any documents such as a community bike map or a file with photos with the reviewers, **please include a link or upload the file** either under the relevant question (if possible) or in the designated space at the end of the Final Overview section. Applicants can compile several photos into a single zip file to save space on their application.
- Don't be shy to **tell us about your community's weaknesses**. This gives us a more accurate snapshot of your community, and displays that you are critically evaluating the community's internal efforts, which is an important component of the final 'E', Evaluation & Planning.
- **A note about the impact of the COVID-19 Pandemic:** We recognize that many communities had to cancel or severely alter their in-person classes and events due to the COVID-19 pandemic over the last several years. On questions that ask about in-person activities that happen "at least annually" you can check the box for activities that typically happened annually before the pandemic, and that have resumed or are planned to be resumed when it is safe to do so.
- If you need help with the online application, visit our Application Portal FAQs page here (<https://bicyclefriendly.secure-platform.com/a/page/FAQs>) or contact us at [bfa@bikeleaeue.org](mailto:bfa@bikeleaeue.org).

**Page: Application Intro**

**Community Name:**

Meridian Charter Township

**Has the community applied to the Bicycle Friendly Community program before?**

First-Time Application

*If awarded, the following links will appear on your BFA Award Profile on the League's Connect Locally Map (<http://bikeleague.org/bfa/search/map?bfaq=>) and used to promote your community through League social media channels.*

**Community Website:**

meridian.mi.us (<http://meridian.mi.us>)

**Community's Twitter URL:**

@meridiantwp (<http://@meridiantwp>)

**Community's Facebook URL:**

www.facebook.com/MeridianTownship (<http://www.facebook.com/MeridianTownship>)

**Community's Instagram URL:**

meridiantownship (<http://meridiantownship>)

**Community's Flickr or other public photo sharing URL:****Page: Contact Information****Applicant First Name**

Brian

**Applicant Last Name**

Shorkey

**Job Title**

Senior Planner

**Department**

Community Planning & Development

**Employer**

Meridian Charter Township

**Street Address (No PO Box, please)**

5151 Marsh Road

**City**

Okemos

**State**

Michigan

**Zip**

48864

**Phone #**

5178534576

**Applicant Email Address**

shorkey@meridian.mi.us

**Did you work with any other local government agencies, departments, or city staff on this application?**

Yes

**Please list up to 10 additional government agency contacts.**

**Agency Contacts**

Younes Ishraidi  
Department of Public Works  
Chief Engineer  
ishraidi@meridian.mi.us

Ken Plaga  
Police Department  
Chief of Police  
plaga@meridian.mi.us

Andrea Smiley  
Communications/HOMTV  
Marketing & Public Relations  
smiley@meridian.mi.us

**Did you work with any local advocacy organizations or citizen volunteers on this application?**

No

**Are there other local bicycle, active transportation, or transportation equity advocacy groups in your community not already identified?**

*(For internal use only.)*

**Name:**

Patricia Herring Jackson

**Title:**

Supervisor

**Email:**

**Street Address**

5151 Marsh Road

**City**

Okemos

**State**

Michigan

**Zip**

48864

**Page: Community Profile pt. 1**

**Please note:** The application will refer to your type of jurisdiction as '**community**' throughout the application, which should not include any bicycle amenities, services and other resources outside your boundaries.

**A1. Name of Community:**

Meridian Township

**A2. Name of County/Borough/Parish:**

Ingham

**A3. State:**

Michigan

**A4. Link to map of community boundaries:**

<https://www.google.com/maps/place/Meridian+Charter+Township,+MI/@42.7264521,-84.4586879,13z/data=!3m1!4b1!4m5!3m4!1s0x8822dd52129022eb:0xb67c3fb370762da!8m2!3d42.7265389!4d-84.4150644>

(<https://www.google.com/maps/place/Meridian+Charter+Township,+MI/@42.7264521,-84.4586879,13z/data=!3m1!4b1!4m5!3m4!1s0x8822dd52129022eb:0xb67c3fb370762da!8m2!3d42.7265389!4d-84.4150644>)

**A5. Type of Jurisdiction**

Town/City/Municipality

**A6. Size of community**

30.49

**A7. Total Population:**

43916

**A8. Population Density:**

1440.34

For definitions, see FHWA Bikeway Selection Guide (page 20)

([https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/docs/fhwasa18077.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf)).

**A9a. Rural**

1-24%

**A9b. Rural Town**

25-49%

**A9c. Suburban**

50-75%

**A9d. Urban**

0%

**A9e. Urban Core**

0%

**A10. What is the street network density of the community?**

5.1-10.0

**A11. What is the average intersection density?**

Fewer than 60

**A12. Do any of the following significant physical barriers to cycling exist in your community?**

Major highways or divided arterials with no or limited crossings, Extreme cold/heavy snow, Other seasonal or weather challenges, Large body of water (e.g. river), Railroad corridors

Find the following information for your community at: <https://data.census.gov/cedsci/> (<https://data.census.gov/cedsci/>)

**Click here for detailed instructions to find answers to each question below:**

**A13. Census Profile link:**

<https://data.census.gov/cedsci/all?q=Meridian%20charter%20township,%20Ingham%20County,%20Michigan> (<https://data.census.gov/cedsci/all?q=Meridian%20charter%20township,%20Ingham%20County,%20Michigan>)

**A14a. Under 5 years:**

5.6

**A14b. Under 18 years:**

20.6

**A14c. 18 years and over:**

79.4

**A14d. 65 years and over:**

16.5

**A15. Percent of the Population that Speaks a Language Other Than English at Home:**

20.3

**A16. Percent of population that is Foreign Born:**

7657

**A17. Median Household Income:**

72156

**A18. Poverty Rate:**

12.1

*Enter numbers only - answer must be in ##.## format.*

**A19a. Total Bicycle Commuters:**

86

**A19b. Male Bicycle Commuters:**

67.4

**A19c. Female Bicycle Commuters:**

32.6

**A20. Percent of Household with No Vehicles Available:**

3.5

**\*Note:** The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility.

For examples, see "Disabled People Ride Bikes (and Trikes, and Tandems and Recumbents)!"

(<https://rootedinrights.org/video/disabled-bikers/>) a short film produced by Rooted in Rights (<https://rootedinrights.org/>).

We invite BFC applicants to consider what visible and invisible disabilities and other mobility needs may exist in your community, and if you aren't already, to use the BFC application as a starting place to engage directly with people with disabilities and other mobility needs in your community to ensure that your bicycle network, classes, events, and rides are inclusive and accessible to all.

**A21a. Total percent of "Disabled Population":**

9

**A21b. Percent of population with a hearing difficulty:**

1.8

**A21c. Percent of population with a vision difficulty:**

2.2

**A21d. Percent of population with a cognitive difficulty:**

2.2

**A21e. Percent of population with an ambulatory difficulty:**

3.6

*Enter numbers only - answers must be in ##.## format.*

**A22a. White:**

31169

**A22b. Black or African American:**

2159

**A22c. American Indian and Alaska Native:**

204

**A22d. Asian:**

6742

**A22e. Native Hawaiian and Other Pacific Islander:**

0

**A22f. Some other race:**

285

**A22g. Two or more races:**

2294

**A22h. Hispanic or Latino (of any race):**

1829

**A23. If you have any other socioeconomic or demographic data from your community that you feel is significant for the BFC review team to better understand your community, please use this space to describe.**

The eastern quarter of our township is outside of our designated Urban Services Boundary (USB). As such, there is a drastic drop off in density, parcels tend to be larger, and land uses are dominated by large lot residential and open space. Because of this, fewer pathways and sidewalks are found in the eastern quarter.

**B1. Does your community currently have any of the following policies in place? Check all that apply.**

Local Complete Streets ordinance

**B1a. What year was the local Complete Streets ordinance adopted?**

2012

**B1b. Please provide a link to the local Complete Streets ordinance.**

<https://ecode360.com/28777708> (<https://ecode360.com/28777708>)

**B1c. Since the adoption of the Complete Streets ordinance, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?**

More than 75%

**B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume?**

No

**B3. Has your community adopted a design manual or guidelines that establishes minimum standards for the design of safe, comfortable, and accessible bicycle facilities?**

No

Bicycle Facility Design Guidelines are an important resource to ensure that new bike lanes, trails, side paths, and other bike facilities adhere to national safety guidelines and are accessible to cyclists of all ages and abilities, including disabled cyclists.

If your community does not have the capacity to develop its own local guidelines, consider instead adopting an existing Design Guide as the formal standard for your community instead, such as the FHWA Bikeway Selection Guide ([https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/docs/fhwasa18077.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf)) or NACTO Urban Bikeway Design Guide (<https://nacto.org/publication/urban-bikeway-design-guide/>), or if your community is small and/or rural, the FHWA Small Town and Rural Multimodal Network Guide (<https://ruraldesignguide.com/>) (see PDF version. ([https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/small\\_towns/fhwahep17024\\_lg.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf)))

If your community is considering developing your own local design guide or standards, we strongly encourage you to adopt accessibility standards that specifically address accommodating adaptive cycles and cyclists with disabilities ([https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/12/FC\\_WfW-Inclusive-Guide\\_FINAL\\_V03.pdf](https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/12/FC_WfW-Inclusive-Guide_FINAL_V03.pdf)), and to incorporate Universal Design principles to the needs of all users and mobility types in public rights-of-way (<https://walksf.org/wp-content/uploads/2019/12/getting-to-the-curb-report-final-walk-sf-2019.pdf>).

Additional resources include:

- NACTO's Guide for Designing for All Ages & Abilities ([https://nacto.org/wp-content/uploads/2017/12/NACTO\\_Designing-for-All-Ages-Abilities.pdf](https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf))
- NACTO's Urban Street Design Guide (<https://nacto.org/publication/urban-street-design-guide/>)
- AASHTO's Guide for the Development of Bicycle Facilities, 4<sup>th</sup> Edition ([https://nacto.org/wp-content/uploads/2015/04/AASHTO\\_Bicycle-Facilities-Guide\\_2012-toc.pdf](https://nacto.org/wp-content/uploads/2015/04/AASHTO_Bicycle-Facilities-Guide_2012-toc.pdf))

**B4. Does your community currently have any of the following land use or development policies in place that promote shorter distances between homes and destinations?**

Mixed-use zoning or incentives, Planned Unit Development zoning

**B5. Does your community currently have any of the following policies or ordinances in place related to motor vehicle parking or traffic?**

Shared-parking allowances

**B6. Does your community have any of the following additional policies or standards that support the development of bicycle infrastructure?**

None of the above

**B7. Does your community have any of the following other policies, standards, or other barriers that limit the development of bicycle infrastructure?**

None of the above

**B8. What policies or programs are in place to ensure that high quality bike parking is available throughout the community?**

Bike parking ordinance for all new developments specifying amount and location

**B9. Does your community have bicycle parking design standards that establish minimum requirements for the quality, security, and design of bike parking?**

Yes

**B9a. Please provide a link to your community's bicycle parking design standards.**

<https://ecode360.com/28784097> (<https://ecode360.com/28784097>)

**B9b. Do your community's bicycle parking design standards meet any of the following?**

Conform with APBP guidelines

**B10. What percentage of public and private bike racks conform with APBP guidelines?**

More than 75%

**B11. What, if any, end-of-trip facilities are available to the general public in your community?**

Public bicycle repair or fix-it stations, Public air pumps, Public uncovered bike racks

**B12. Has your community taken any of the following steps to increase the accessibility and equitable distribution of end-of-trip facilities, including bike parking?**

None of the above

*The Bicycle Friendly Community program has updated our questions around on- and off-street bicycle facilities with the goal of encouraging communities to focus on building cohesive, connected bicycle networks, as opposed to piecemeal bike facilities. This update reflects the Safe System Approach*

*([https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA\\_SafeSystem\\_Brochure\\_V9\\_508\\_200717.pdf](https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf)) and emphasizes slow design speed and the importance of building safe, low-stress bicycle networks that are comfortable, equitable, and accessible to all cyclists.*

*The following section has been developed using national guidance and standards such as FHWA's Bikeway Design Guide ([https://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/docs/fhwasa18077.pdf](https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf)) and Small Town and Rural Design Guide ([https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/publications/small\\_towns/fhwahep17024\\_lg.pdf](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf)), as well as NACTO's Designing for All Ages and Abilities contextual guide ([https://nacto.org/wp-content/uploads/2017/12/NACTO\\_Designing-for-All-Ages-Abilities.pdf](https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf)) and Urban Bikeway Design Guide (<https://nacto.org/publication/urban-bikeway-design-guide/>).*

*As guidance and best practices continue to advance around building safe, accessible, and equitable facilities for cycling, we will continue to follow data-driven standards and encourage every Bicycle Friendly Community to do the same.*

*We also strive to encourage and support every BFC applicant community to better inventory and document their current and planned bikeway facilities to help facilitate future growth in and investments of the network. For more information, see the League's 2022 report, Benchmarking Bike Networks (<https://bikeleague.org/sites/default/files/Benchmarking-Bike-Networks-Report-final.pdf>).*

**B13. Please provide a map to show your community's current bicycle network, including all current on- and off-street bike facilities.**

I would like to upload a PDF map

**B13a. Bicycle Network Map PDF:**

2021 Pathway Master Plan

Download File (<https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/1406e981-7207-46ae-8991-8d6a53b871c9?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1744460279&response-content-disposition=inline%3B%20filename%3D%222021%20Pathway%20Master%20Plan%20-%20CMS%20ROW%20Easements%20to%204.26.22%20Brd%20mtg.pdf%22&response-content-type=application%2Fpdf&Signature=L%2BKY8MhrT0xeVYANRGIJRxyZAIa%3D>)

**B13b. Secondary Bicycle Network Map PDF:**

No File Uploaded

**B14. Bicycle Network Worksheet**

No File Uploaded

The following answers for B15a-e should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above).

**B15a. Total current Roadway Network:**

**B15b. Percentage of Roadway Network that is high-speed:**

**B15c. Percentage of Roadway Network that is low-speed:**

**B15d. Percentage of Roadway Network where speed limit is unknown:**

The following answers for B16a-h should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

**B16a. Total current mileage of on-street bike facilities:**

30

**B16b. Total current mileage of off-street bike facilities:**

100

**B16c. Total current mileage of Bicycle Network (ALL on-street and off-street facilities):**

**B16d. Total current mileage of other markings and features:**

**B16e. Ratio of Total Current Bicycle Network to Roadway Network:**

**B16f. Percentage of Roads with ANY on-street bike facilities:**

**B16g. Percentage of Roads with LOW-STRESS on-street bike facilities**

**B16h. Percentage of Total Bicycle Network that is Low-Stress:**

**B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?**

No

The following answers for B18a-f should be copied from the "Summary" tab of your completed BFC Bicycle Network Worksheet (see question B14 above). The worksheet also includes explanations for how these numbers are calculated (for example, what counts as "low-stress").

**B18a. Planned On-Road Bike Facilities:**

**B18b. Planned Off-Road Bike Facilities:**

**B18c. Planned LOW-STRESS Bike Facilities:**

**B18d. Planned other markings & features:**

**B18e. Plans to upgrade any existing bike facilities:**

**B18f. Plans to lower speed limits or design speeds of any existing roads:**

**B19. Which of the following features are provided to improve safety for bicyclists and pedestrians at off-street and side path crossings of roads with motor vehicle traffic?**

Signalized crossings, Stop signs for vehicle traffic

**B20. How has your community worked to calm traffic and slow down motor vehicles to increase safety for all roadway users?**

Designed new roads with slow speeds, complete streets, and/or Safe System Approach principles, Physically altered the road layout or appearance of existing roads to lower their design speeds for motor vehicles (e.g. road diet, installing chicanes or curb bump-outs)

**B21. In what other ways has your community improved connectivity and riding conditions for bicyclists?**

None of the above

**B22. How has your community incorporated principles of safety, comfort & attractiveness in the development of your bicycle network?**

Street lighting on most arterials, Historical or cultural information

**B22b. Please describe any efforts to incorporate historical or cultural information in your community's bicycle network.**

Our municipal campus includes the Meridian Historical Village where historic buildings around the area were moved into an historical context. Our township's trail system connects to the Village. Information plates appear on the buildings. Once a biker leaves the Village, kiosks line the trail to describe the natural features.

**B22b. Optional File Upload:**

No File Uploaded

**B23. Are there any signalized intersections in your community?**

Yes

**B23a. Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?**

Push-buttons that are accessible from the road or trail/side path, Timed signals, Refuge islands

**B24. Has your community taken any of the following actions to make bicycle infrastructure more inclusive and accessible to cyclists of all ages and abilities, including people with physical or cognitive disabilities?**

None of the above

**B25. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to the appropriate department (public works, transportation, etc.)?**

Contact staff directly via call/voicemail/email/text

**B26. Does your community have any of the following policies, standards, or mechanisms to ensure the ongoing maintenance of bike facilities?**

Established funding or or capital budget line item for routine maintenance of bike facilities, such as repainting bike lanes, None of the above

**B27. Does your community have a rail transit, bus, or other public transportation system?**

Yes

**B27a. Which of the following types of public transportation are offered in your community?**

Public buses

**What percentage of your community's public buses are equipped with bike racks?**

75-99%

**Are bikes allowed inside public buses?**

None of the above

**What percentage of bus stops are equipped with secure and convenient bike parking?**

10% or less

**B27b. Has your community made specific bicycle infrastructure investments around major transit stops or stations to improve multi-modal mobility options?**

Yes

**B27b1. Please describe any bicycle infrastructure investments around major transit stops that have improved multi-modal mobility options.**

Transit in the Township are under the jurisdiction of the Capital Area Transit Authority (CATA). As bus stops have been updated, improvements have been made for bikes.

**B27c. How are residents and visitors encouraged to combine cycling and public transportation?**

None of the above

*Exclude any private bike sharing systems that are limited to employees of a certain business or students of a certain university.*

**B28. Does your community currently have a community-wide bike sharing program that is open to the general public?**

No

Bike share programs are becoming popular and can contribute to making it possible for more people to choose to bike more often. In many communities bike share programs are large investments and it is important that they are sustainable in order to provide a dependable system for people in the community. While bike share programs are important and encouraged, having one is not essential to receiving a Bicycle Friendly Community award, particularly for smaller communities or non-urban communities.

**B29. Which of the following permanent recreational or educational bicycling facilities are available within your community boundaries?**

Gravel riding park, Pump tracks, Signed loop route(s) around the community

**B30. Please list all communities or jurisdictions that directly border your community, and their current BFC status.**

East Lansing - Bronze Level; Lansing - Bronze Level; Bath Charter Township, Williamston Township, Alaiedon Township - No BFC Status

**B31. How, if at all, is your community coordinating with neighboring communities and other local jurisdictions (neighboring cities or towns, and/or the surrounding county or MPO/RPO) to ensure that people traveling by bike between jurisdictions will find a connected, cohesive network?**

On the northern end of our township, our Pathway Master Plan shows that we are connecting a trail on Saginaw Highway (M-78) with a trail constructed in Bath Township north of us. The trail is a shared use path and is proposed to be filled in when development occurs on Saginaw Highway. The gap between existing segments is 2,457 feet.

**B32. Has your community partnered with any neighboring jurisdictions or other local communities in support of legislative policies at the state, county, or regional level?**

No

**B33. Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists of all ages and abilities.**

1. Our township requires bicycle parking for any new building. The ordinance applies to all land uses except for one- or two-family residential homes. One bicycle space is required for every 10 auto parking spaces, with a minimum of 2 and a maximum of 50 bicycle spaces. See supplemental materials for the full ordinance.
2. Meridian Township has three Planned Unit Development (PUD) ordinances. Sec. 86-439 addresses residential developments. Sec. 86-444 applies to commercial developments. Sec. 86-440 regulates mixed uses and was updated this year. We have two developments under the Mixed Use PUD (MUPUD) ordinance that are being reviewed right now, and two more under development. Once these are completed, several new bike parking facilities will be built, including an upgraded trailhead on the Interurban Trail.

**Page: Education**

**C1. Do any public or private elementary schools offer regular bicycle education to students?**

Yes

**C1a. What percentage of your public and private elementary schools offer bicycle education?**

1-25%

**C1b. What kinds of bike education/curriculum is offered in elementary schools? Check all that apply.**

Learn to ride, Bike handling skills

**C1c. Are there any on-bike learning opportunities for students at these elementary schools?**

Yes

**C1c1. What type of on-bike cycling education is offered?**

Optional on-bike education

**C1c2. Approximately how many elementary school students receive on-bike education annually?**

20

**C1c3. Are bicycles provided to elementary school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?**

Yes, a limited number of bicycles are available for students in need

**C1c3a. If yes, does the fleet include adaptive bikes for elementary school students with disabilities?**

No

**C1d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all elementary school students?**

Chippewa Middle School and Kinawa Elementary schools in the Okemos school district received an Outride grant during the pandemic. Okemos Schools are starting the program in Kinawa Elementary and hope to expand it to Chippewa Middle.

**C2. Do any public or private middle schools offer regular bicycle education to students?**

Yes

**C2a. What percentage of your public and private middle schools offer bicycle education?**

1-25%

**C2b. What kinds of bike education/curriculum is offered in middle schools? Check all that apply.**

Learn to ride, Bike handling skills

**C2c. Are there any on-bike learning opportunities for students at these middle schools?**

Yes

**C2c1. What type of on-bike cycling education is offered?**

Optional on-bike education

**C2c2. Approximately how many middle school students receive on-bike education annually?**

20

**C2c3. Are bicycles provided to middle school students by the school district, municipality, non-profit or other entity to allow every student the opportunity to participate in on-bike instruction?**

Yes, a limited number of bicycles are available for students in need

**C2c3a. Does the fleet include adaptive bikes for middle school students with physical or cognitive disabilities?**

No

**C2d. What actions, if any, have been taken to ensure this bike education is open, equitable, and accessible to all middle school students?**

Chippewa Middle School and Kinawa Elementary schools in the Okemos school district received an Outride grant during the pandemic. Okemos Schools are starting the program in Kinawa Elementary and hope to expand it to Chippewa Middle.

**C3. Do any public or private high schools offer regular bicycle education to students?**

No

Offering bicycle education to students is extremely important to receiving a Bicycle Friendly Community award. If your community does not currently offer bicycle education opportunities to at least some students other portions of your application will need to be exceptional in order to receive an award. In order to receive higher award levels it is expected that bicycle education is available to some students at all education levels.

**C4. Outside of schools, how are children and youth taught safe cycling skills? Check all that apply.**

None of the above

**C4a. Please estimate how many total children and youth are reached annually in your community through these out-of-school efforts?**

30

**C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?**

No

Offering bicycle education to adults is extremely important to receiving a Bicycle Friendly Community award. If your community does not currently offer bicycle education opportunities to at least some adults other portions of your application will need to be exceptional in order to receive an award. In order to receive higher award levels it is expected that bicycle education is available to adults in a variety of formats.

**C6. Which of the following communications methods are used to share bicycle information with adults in your community, at least annually?**

None of the above

**C7. Which of the following information is shared using the methods checked above? Check all that apply.**

None of the above

**C8. In what ways are motorists in your community educated on sharing the road safely with bicyclists, at least annually?**

None of the above

**C9. Which of the following groups of professional drivers in your community routinely receive Bicycle Friendly Driver training or similar?**

None of the above

**C10. Are any of the following educational materials provided to community residents and/or businesses?**

None of the above

**C11. How many League Cycling Instructors (LCIs) are active (have taught a class in the last year) in your community?**

0

**C12. When was the last time your community hosted a LCI seminar to bring on new instructors?**

Never

**C13. Are there any professional development opportunities, requirements, or incentives, for city agency staff to pursue bicycling safety education?**

None of the above

**C14. Do any of the above educational classes, resources, or programs for adults specifically focus on reaching any of the following historically-underrepresented groups?**

People of Color, None of the above

**C14b. Please provide an example or describe how educational efforts have focused on reaching people of color.**

Okemos School District received a grant from Outride. According to their website, Outride is a 501c3 non-profit and anti-racist organization.

**C15. Is any demographic or socioeconomic data collected about the participants/students and/or instructors/providers of any of the above learning opportunities offered in the community?**

No

**C16. What, if any, efforts has your community made to increase the diversity and representation of LCIs or other credentialed bike safety instructors in your community in the last 5 years?**

**C17. Do any of your community's LCIs or other bike safety instructors have any of the following additional trainings or certifications?**

None of the above

**C18. How else is the community working to make bike education more equitable, accessible, and inclusive to all members of the community?**

None of the above

**C19. Describe any other education efforts in your community that promote safe cycling.**

There are two school districts in our Township. As noted, the Okemos School District received an Outride grant for Chippewa Middle and Kinawa Elementary. The other district is the Haslett School District. We have received confirmation from Haslett Schools that they do not have any bicycle education classes, but they do have student who ride their bikes back and forth and they do speak to the student about bike safety and the importance of wearing helmets.

**Page: Encouragement**

**D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community?**

Other

**D1b. If other, please describe.**

The Township has a program where employees and volunteers can check out bicycles and helmets. The bikes are displayed in the front bike rack and the service is free. The employee and volunteer bike-sharing program is listed as a strategy in the Township's Climate Sustainability Plan (Page 12-13). That plan was added to the supplemental section.

**D1c. If applicable, please provide a link to other program or policy.**

**D2. What other groups actively promote bicycling in the community? Check all that apply.**

Downtown Business Association/Business District, Other civic associations (e.g. Rotary, Lion's Club, etc.), None of the above

**D3. Does your community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?**

No

The Bicycle Friendly Business (<https://bikeleague.org/business>) and Bicycle Friendly University (<https://bikeleague.org/university>) programs can be great tools to increase ridership in your community. Learn more and find resources to help you promote these programs at [bikeleague.org/bfa/toolkit](https://bikeleague.org/bfa/toolkit) (<https://bikeleague.org/bfa/toolkit>).

**D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.**

Printed/digital bicycle network map , Printed/digital greenways and trails map

**D5. How is bicycling typically promoted in your community at least annually or regularly throughout the year?**

Bike to Work Day(s), Bike commuter events

**D6. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.**

Organize event(s)

**D7. Do any of the above events or encouragement efforts specifically focus on reaching any of the following historically-underrepresented groups?**

None of the above

**D8. How else is the community working to make bike encouragement efforts more equitable, accessible, and inclusive to all members of the community?**

None of the above

**D9. Are there any organized social or recreational cycling clubs or groups for adults in your community?**

Yes

**D9a. Please provide details for each cycling club, group, or team that is active in your community.**

Social or Recreational Clubs or Groups

**Tri-County Bicycle Association**

<https://www.biketcba.org/>

Type: Recreational bike club, Mountain bike club, Slow ride group, Touring or bike travel group or club, Bike advocacy or activist group {d3f8df66-4683-4ce3-84e1-f6b6284e04ed}

Contact:

Patrick

Kelley

president@biketcba.org

**D9b. Is there anything else you would like to share about the social or recreational cycling clubs or groups that are active in your community?**

Every year, the Okemos Masonic Lodge hosts a Bikes for Books program. Students in grades 3 through 6 in both Okemos and Haslett school districts are able to participate. Last year, seven elementary schools participated and 31 bikes and helmets were awarded. For more information, we've attached a newsletter from Haslett Schools (Ralya Newsletter 2021\_1-28-22) that describes the program.

**D10. Does your community have any of the following youth programs centered on encouraging cycling for children and youth?**

Safe Routes to School program

**D11. What public or private programs are in place to provide youth and/or adult bicyclists with necessary equipment and accessories?**

Bike light giveaways or subsidy program

**D12. What programs or services does your community use to reduce the risk of bicycle theft, beyond providing secure bike parking?**

None of the above

**D13. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?**

1 shop for every 15,001-30,000 residents

**D14. Is there at least one bike co-op or non-profit community bike shop within the community's boundaries?**

No

**D15. Has the community taken any steps to reduce vehicle miles traveled or to encourage biking among its own employees conducting work-related trips?**

Public or departmental bike share available for employees free-of-charge for work-related trips, There are dedicated on-bike service/response units (e.g. EMT, police, fire, maintenance, etc.)

**D16. Describe any other events, programs or policies your community has to encourage and promote bicycling.**

In regards to D6, the Meridian Green Team hosts bicycle recycling events a couple times a year in conjunction with MSU Bikes. The latest was held on July 23, 2022 (<https://www.meridian.mi.us/Home/Components/Calendar/Event/10137/1301?npage=2>). Old bikes, bike parts, and other bike related items are accepted at these events and volunteers are on hand to answer bike maintenance questions. The event is held in conjunction with the weekly farmer's market, held at Marketplace on the Green, and is easily bike accessible.

**Page: Evaluation & Planning**

**E1. Is there a paid bike program manager position or similar primary point of contact for bicycling issues at your local government?**

No primary bike program manager, but bike responsibilities are in multiple employees' job descriptions

**E2. Is there a Safe Routes to School Coordinator position?**

Yes, there are one or more part-time, paid position(s) (can include a FT employee with SRTS as partial responsibility)

**E3. How many paid government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community?**

3.1

*Please download the FTE worksheet by clicking here ([https://bit.ly/BFC\\_E3\\_FALL22](https://bit.ly/BFC_E3_FALL22)) to find guidance on what roles to include, how to calculate the estimates for each role, and how to tally your total FTE estimate. When you are finished, please save your worksheet with the naming convention "BFC\_Fall 2022\_E3 FTE Worksheet\_ YOUR COMMUNITY NAME.xlsx" and upload the worksheet below. If you have any questions, please contact [bfa@bikeleague.org](mailto:bfa@bikeleague.org).*

**E3a. Please upload your completed FTE worksheet here:**

Download File ([https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/8ad6ff2b-318d-4572-a1a8-584620659e69?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1744460279&response-content-disposition=inline%3B%20filename%3D%22BFC\\_Fall%202022\\_E3%20FTE%20Worksheet\\_Meridian%20Township.xlsx%22&response-content-type=application%2Fvnd.openxmlformats-officedocument.spreadsheetml.sheet&Signature=%2FTYZ31teCAx0m1tsEkWdtDu5udE%3D](https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/8ad6ff2b-318d-4572-a1a8-584620659e69?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1744460279&response-content-disposition=inline%3B%20filename%3D%22BFC_Fall%202022_E3%20FTE%20Worksheet_Meridian%20Township.xlsx%22&response-content-type=application%2Fvnd.openxmlformats-officedocument.spreadsheetml.sheet&Signature=%2FTYZ31teCAx0m1tsEkWdtDu5udE%3D))

**E4. Does your local government provide or cover the cost of any of the following professional development opportunities for employees who have bicycle-related responsibilities?**

Gender/LGBTQIA+ Equity or cultural competency training

**E4b2. Please list or describe the Gender/LGBTQIA+ Equity or cultural competency training(s) received, and how it has informed bicycling efforts in the community, if at all.**

As a member of LGBTQ in Planning, a division from the American Planning Association, I am allowed to attend webinars. Although they aren't directly related to bicycling, I will say that we discuss the erasing of spaces and making inclusive spaces. This relates to bicycling because frequently, members of the LGBTQ community are underpaid and frequent bike riders. However, as historic LBGTQ spaces are lost, members of the community are forced to move further away from city centers and less likely to be able to bike.

**E5. Does your community have an officially-recognized Bicycle Advisory Committee?**

Yes

**E5a. How often does the committee meet?**

Every two months

**E5b. First Name:**

Steven

**E5b. Last Name:**

Vagnozzi

**E5b. Email:**

svagnozzi@comcast.net

**E5c. Which of the following groups are represented on the Bicycle Advisory Committee?**

Local bike advocacy organization or citizen advocate(s), Planning Department, Law Enforcement

**E5d. Please describe what, if any, efforts the community has made to ensure that your Bicycle Advisory Committee is inclusive and representative of the full range of cyclists in your community?**

Openings on the Commission are made available to the entire community when they open up.

**E6. What tools or systems are in place to inform, consult, involve, collaborate, and/or empower citizens in your community to be engaged in the bicycle planning process?**

None of the above

**E7. How does your community actively seek public input and engage local residents throughout the ongoing planning process for bicycle infrastructure improvements?**

Public Meetings

**E8. How have these engagement opportunities been made more accessible and inclusive to increase the diversity and representation of opinions and perspectives heard?**

Public meetings are offered both virtually and in-person, Public meetings are recorded and made available on the community's website

**E9. Does your community have a comprehensive bicycle master plan or similar section in another document?**

No

Communities choose to plan for improvements in a variety of ways. To create better conditions for bicycling those plans should involve plans to improve bicycling. Often this is done through a comprehensive bicycle master plan, but we recognize that some communities choose to integrate bicycle-related planning into other plans. Please answer this question affirmatively if your community has a planning document that incorporates improvements for bicycling. If your community has not yet begun planning to improve bicycling then we hope that this application is useful to you so that you can learn about the variety of ways to improve conditions for bicyclists. However, it is difficult to receive a Bicycle Friendly Community award without a current plan to improve conditions for people who bike.

**E9a. How does your community currently make decisions around bike infrastructure (e.g. where and what to build, how to prioritize projects, etc.)?**

1. We have a Pathway Master Plan that consists of a map. That guides the development of pathways in the township and is enforced when new developments are built.
2. Meridian Township has recently adopted the 2022-2026 Parks and Recreation Master Plan. Township trails and pathways are inventoried in that document.
3. Pedestrian/Bicycle Pathways is its own section in the 2017 Meridian Township Master Plan. This might get expanded on in our upcoming Master Plan update.

**E9b. What are the top 1-3 challenges or barriers keeping your community from developing a dedicated bike plan, and what resources or guidance could make it more feasible for your community to develop one in the future?**

1. Lack of staff to be able to dedicate time to a single large project.

**E10. Does your community pass a budget on a regular basis? (e.g. annual capital budget, operating budget, etc.)**

Yes

**E10a. If yes, please provide a brief description and link(s) to the most recent budget(s) passed.**

The General Fund is the mechanism to pay for core essential services such as police, fire, tax collection, assessing, elections, cemeteries, parks and recreation. In 2013, the Township Board directed the administration to maintain a \$5,250,000 general fund balance.

The Township Board approves the Township budget on an annual basis.

<https://www.meridian.mi.us/about-us/departments/finance-accounting/township-budget>

**E10b. Please upload the most recent transportation budget for your community.**

Download File (<https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/0e2ffba8-4746-4737-b94c-e5998cd53911?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1744460279&response-content-disposition=inline%3B%20filename%3D%22Ped%20and%20Bike%20Path%20Budget.pdf%22&response-content-type=application%2Fpdf&Signature=s2%2Bp%2B5TDVxfXvS92gxHIjkUKBxM%3D>)

**E10c. On average, over the last 5 years, what percentage of your community's total annual transportation budget was invested in bicycle projects?**

14%

**E10d. Optional: Please tell us how you calculated this answer or what you included in the calculation?**

I divided the pathway/trail line item by the total expenditure number.

**E11. Is bicycle-related funding consistently specifically allocated to historically underinvested or underrepresented areas of your community?**

No

**E12. Has your community conducted any kind of connectivity analysis for the bicycle network?**

No

**E13. Does your community have a performance measurement program for biking or active transportation infrastructure?**

No

**E14. How does your community collect information on bicycle usage? Check all that apply.**

None of the above

*Additional files may be uploaded at the end of the application.*

**E14a. Utilitarian ridership data collected locally (e.g. bicycle trips for commuting, running errands, transportation, etc.)**

No File Uploaded

**E14b. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.)**

No File Uploaded

**E14c. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)**

No File Uploaded

**E14d. School ridership data collected locally (e.g. rides by or with K-12 or younger children – either riding on their own or being carried in a child seat, trailer, etc.)**

No File Uploaded

**E14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn't fall under the above categories.)**

No File Uploaded

**E15. What is your best estimate for your community's current bicycle mode share?**

unknown

**E16. Does your community establish target goals for bicycle use? (e.g. a certain level of bicycle mode share)**

No

**E17. Does your community collect and track bicyclist crash data?**

Yes

**E17a. On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually?**

0.2

**E18. Does your community collect and track bicyclist "near misses"?**

No

**E19. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually?**

0

**E20. Has your community conducted any kind of analysis to identify High Injury Networks or to prioritize infrastructure investments based on bicycle crash data?**

No

**E21. Has the community set a goal or established a policy or plan to eliminate traffic fatalities within the next 20 years or less?**

No

**E22. Are there any local or statewide traffic ordinances or laws in place designed to improve bicyclists' safety in your community?**

It is illegal to park or drive in a bike lane (intersections excepted), Ban on cell phone use while driving , Ban on texting while driving, Safe passing distance law

**E23. Do any of the following local ordinances or enforcement practices exist in your community that place restrictions on cyclists or criminalize cycling?**

None of the above

**E24. Please describe any efforts in place to evaluate how equitably and effectively any of the laws, ordinances, or enforcement practices describe above are currently applied in the community.**

**E25. Have there been any efforts in the last 5 years to repeal or amend any local laws, ordinances, or enforcement practices that place(d) restrictions on cyclists or criminalize(d) any aspect of cycling or walking in your community?**

No

**E26. What kind of data is currently collected around traffic law enforcement stops, citations and/or arrests in your community?**

Officials are required to report all traffic enforcement stops made of motor vehicle drivers

**E27. How is the data described above shared or made available to increase transparency and accountability around traffic law enforcement stops, citations, and arrests?**

Data summaries, analysis, or reports are published and made available to the public on a regular basis

**E28. What, if any, policies or practices does your community have in place to measure and eliminate racial bias in traffic law enforcement, including in-person and automated enforcement practices?**

**E29. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve bicycling?**

Other

**E29a. If other, please describe.**

Redevelopment Ready Community

**E30. Describe any other efforts by your community to evaluate and/or plan for bicycle improvements that have not already been covered.**

It is anticipated that non-motorized planning will be included in our Master Plan update that will launch later in 2022. That will include bicycle planning and evaluations.

Regarding E13 - Our complete streets ordinance says that the Township shall collect data to measure categories of users at each revision period of the Pathway Plan. That analysis should occur during our next Master Plan update, which will launch later in 2022.

**Page: Equity & Accessibility**

The League defines (<https://bikeleague.org/content/equity-initiative>) **"Equity"** as the just and fair inclusion into a society in which everyone can participate and prosper. The goals of equity must be to create conditions that allow all to reach their full potential, by erasing disparities in race, income, ability, geography, age, gender and sexual orientation.

The principle of equity acknowledges that there are historically underserved and underrepresented populations, and that fairness regarding these unbalanced conditions is needed to assist equality in the provision of effective opportunities to all groups.

**"Accessibility"** refers to improving and increasing access and mobility options for everyone, including, and in particular, for people with disabilities. The League recognizes that not every disability is visible to others, and that not every person with a permanent or temporary mobility or accessibility need identifies as 'disabled'. Whether from a cognitive, sensory, or physical disability, or from age, temporary illness, or injury, there are people in every community who face a range of mobility challenges for whom a bike or cycle may open a world of possibilities to increase accessibility (<https://rootedinrights.org/video/disabled-bikers/>).

We firmly believe that *Equity & Accessibility* are the essential lenses through which all other BFC work must be viewed in order to achieve a Bicycle Friendly America for everyone.

As such, you will find questions and answer options related to improving equity & accessibility throughout the BFC application in each previous "E" section, in addition to this new dedicated "Equity & Accessibility" section.

These Equity & Accessibility updates have been developed thanks to the input and participation of hundreds of communities and local advocates with a wide range of lived experiences and areas of expertise, to whom we are very grateful.

The League presents this new section with the recognition that our work to listen, learn, and engage on the topics of Equity & Accessibility in the BFC program is not yet finished, and never will be. Equity is an ongoing practice and the League will continue to engage with partners, local advocates, and communities in the BFC program to incorporate new ideas, reflect new challenges, and continue to grow and learn. If you have questions, comments, or feedback about the updated BFC application, please email us at [bfa@bikeleague.org](mailto:bfa@bikeleague.org).

Thank you for continuing to learn and engage in this work along with us.

-Amelia Neptune, Bicycle Friendly America program director  
June 2022

**F1. Does your local government have an internal Diversity, Equity, and Inclusion (DEI) or similar initiative, department, or position?**

No

**F2. Does your community have an officially-recognized DEI or Transportation Equity Committee or similar equity-related advisory committee or working group focused on equity or mobility justice issues?**

No

**F3. Does your local government have a dedicated Disability Services Department, Office of Disability Rights, or similar department(s) or role(s) dedicated to supporting and advocating for residents with disabilities?**

No

If your local governmental agency has 50 or more employees (full-time, part-time, or seasonal), it is required by federal law to have a designated ADA coordinator.

While your community may not have a Disability Services or Disability Rights office or department, the ADA coordinator may be someone to connect with during the bike planning process.

**If your agency is that large or larger, who is the ADA coordinator?**

Abby Tithof, Human Resources Director

**F4. What types of partnerships has the community established to reach new audiences and increase representation and inclusion in your education, encouragement, outreach and/or engagement processes?**

Parks and recreation agency or similar, Business or commercial districts or similar

**F4a. For EACH category checked in F4, please list the partner group(s) and briefly describe or summarize the activity or partnership involving that group.**

1. Meridian Township Parks & Recreation - Trail maintenance, Farmers Market organization
2. Denny's Central Park Bicycles - Participation at 2022 Green Fair held at the Marketplace on the Green

**F5. Does your community collect or track any other bicycle-related data with socioeconomic and/or demographic details that hasn't already been mentioned elsewhere on this application?**

No

**F6. Has your community established any specific and measurable equity-related goals or performance measures that relate to bicycling?**

No

**F7. Has your community conducted any equity-centered analysis (e.g., social vulnerability assessment, equity matrix, index, or similar effort) as part of a community Bicycle Master Plan, Vision Zero Action Plan, Safe Routes to School Plan, ADA Transition Plan, or other similar planning effort or document?**

No

**F8. Does your community regularly incorporate any of the following socioeconomic or demographic variables into any planning or decision-making processes for the development or prioritization of bike infrastructure projects?**

None of the above

**F8b. For any variable selected above in F8, please describe how the variable(s) have informed decision-making or prioritization around bicycle investments and project implementation. Please include any relevant links, if applicable, that could help us to better understand your methodology, and inspire other BFC applicants to learn from your community's process.**

**F9. Has your community adopted any of the following types of equity-related action plans?**

Climate Equity Plan

**F9e. Has the Climate Equity Plan or similar plan impacted or influenced bicycling planning efforts in your community?**

Yes

**F9e1. If yes, please describe.**

Objective d.1 says to encourage employee and citizen participation in Smart Commute competitions and encourage Township employees and citizens to be smart commuters year round.

**F9e2. Provide a link to the Climate Equity Plan or similar plan:**

chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.meridian.mi.us/home/showpublisheddocument/11695/636542091195000000 (chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://www.meridian.mi.us/home/showpublisheddocument/11695/636542091195000000)

**F10. Has the community developed any anti-displacement programs or strategies that relate to transportation investments?**

None of the above

The following fields (F11 & F12) are optional but can earn additional points toward a community's Equity & Accessibility score. Communities are encouraged to use these spaces to describe any efforts that have not already been covered on the application, and/or to provide additional details, links, or information about a corresponding checkbox elsewhere on the application.

**F11. Are there any other innovative strategies, programs, facilities, or initiatives in place to specifically support cyclists with any vision, hearing, mobility, and/or cognitive needs in your community, that have not already been covered on your BFC application?**

**F12. Are there any other innovative strategies programs, facilities or initiatives in place to make cycling more equitable and inclusive for any historically underrepresented or marginalized groups or individuals in your community, including women, people of color, non-English speakers, people with disabilities, non-drivers, young children, and/or seniors?**

**Page: Final Overview**

**G1. What are the top three reasons your community has made bicycling a priority?**

Improved quality of life, Improving public health, Climate change/environmental stewardship concerns

**G2. Briefly describe the most positive outcome of your community's support for bicycling.**

Our Township's support for bicycling has led several people to take advantage of the alternate mode of transportation. This has had the effect of lowering the amount of automobile traffic on our roads and led to an active community of bicyclists.

**G3. How is the local government specifically educating the community about how the benefits of biking align with the broader goals of the community?**

**G4. What are your community's greatest achievements in the last 12 months in the work to become more bicycle-friendly?**

Our Transportation Commission advocated for a pathway to remain open during a large 18-month road project being undertaken by our state's DOT. The state pushed back, but the Transportation Commission continued advocating. The DOT relented and erected a mile long wall out of moveable barricades and kept the pathway open.

**G5. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?**

**G6. What are the greatest challenges or barriers your community faces in taking action toward the efforts described in your response to G5?**

**G7. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?**

1. Signaled crosswalks are being installed on the MDOT Grand River project.
2. The Okemos Road bridge over the Red Cedar River is being reconstructed with separated non-motorized walkways.
3. The MSU to Lake Lansing Trail Phase I and II is scheduled to be complete by the end of 2022. This is shown on the attached Pathway Master Plan map.

**G8. Optional: What other communities do you look to as peers or comparable role models for your community?**

East Lansing, Michigan; Lansing, Michigan; Michigan State University

**G9. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?**

Yes

**G10. How did you hear about the Bicycle Friendly Community program?**

We have several active bicyclists on our township's Transportation Commission that brought this to our Staff's attention.

**Page: Supplementary Materials**

Optional: If you would like to share any supplemental materials to support your application, please upload your files here.

The League wants to showcase the places, organizations, and individuals working to build a Bicycle Friendly America for everyone. By sharing photos of your bicycling programs, community outreach efforts, or people biking in your community, you'll help us highlight your community's commitment to making bicycling better.

By submitting photos here, you are granting the League of American Bicyclists the right to use your images to promote bicycling.

**File 1**

Bike maintenance facility at a trailhead on the Township campus

Download File (<https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/5fda690f-c295-4954-86ee-b1956c337616?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1744460279&response-content-disposition=inline%3B%20filename%3D%22Twp%20Bike%20Maintenance%20Facility.jpg%22&response-content-type=image%2Fjpeg&Signature=g5UMcHXZWBXV2NdLdmJZ5RrVlQ%3D>)

**File 2**

Haslett school newsletter, Bikes for Books is discussed on page 2

Download File ([https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/46dc5af3-d4ad-4a57-bc5d-e6afaca16c3b?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1744460279&response-content-disposition=inline%3B%20filename%3D%22Ralya\\_Newsletter\\_2021\\_-1-28-22.pdf%22&response-content-type=application%2Fpdf&Signature=F3CjLU1L7j%2BVOGAoEjMykX9r0Bo%3D](https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/46dc5af3-d4ad-4a57-bc5d-e6afaca16c3b?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1744460279&response-content-disposition=inline%3B%20filename%3D%22Ralya_Newsletter_2021_-1-28-22.pdf%22&response-content-type=application%2Fpdf&Signature=F3CjLU1L7j%2BVOGAoEjMykX9r0Bo%3D))

**File 3**

Meridian Township's Bicycle Parking Ordinance

Download File (<https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/41134110-b808-46a2-bb72-e9b5251e7354?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1744460279&response-content-disposition=inline%3B%20filename%3D%22Sec%2086-760%20-%20Bicycle%20Parking.pdf%22&response-content-type=application%2Fpdf&Signature=8J0zAGA0IhmVCXlpdfsK4Lu6MRI%3D>)

**File 4**

Township Bike Lending Program information

Download File (<https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/9a421c31-9be9-411d-b909-bc10e7375611?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1744460279&response-content-disposition=inline%3B%20filename%3D%22Twp%20Bike%20Lending%20Program.pdf%22&response-content-type=application%2Fpdf&Signature=1nT4ie3zqinoYhcznYqzuKQ2x1g%3D>)

**File 5**

Meridian Township's Climate Sustainability Plan

Download File (<https://vo-general.s3.amazonaws.com/3096d3c2-dad9-4951-9567-9fa52068cd98/d3c5087f-6b88-49d7-8820-9b0b3044d521?AWSAccessKeyId=AKIAJ4PRWO26HAX3IOCA&Expires=1744460279&response-content-disposition=inline%3B%20filename%3D%22MeridianClimatePlan10-24-17.pdf%22&response-content-type=application%2Fpdf&Signature=6WYMjQMhX%2BqnNCfGp6u6AQYmFEE%3D>)

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**Optional:****Page: Funding Resources**

*This page is designed to help your community identify potential funding sources to help pay for bicycle infrastructure and programming needs in your community. The League is also interested in better understanding how familiar communities currently are with their funding opportunities, so that we can develop the resources and guidance needed to fill those knowledge gaps.*

*This page will be updated more frequently than the rest of the BFC application, as funding opportunities or grant periods open/close. We encourage you to use the links on this page to learn more (<https://bikeleague.org/content/federal-funding-resources>), and to use the final question below to describe any challenges, questions, or barriers that your community faces when it comes to funding for bicycling. Please contact [bfa@bikeleague.org](mailto:bfa@bikeleague.org) (<mailto:bfa@bikeleague.org>) with any questions.*

*Last updated 6/30/22.*

**H1. Is your community part of a Metropolitan Planning Organization (MPO) that serves an area with a population over 200,000?**

**H2. States must prioritize projects that benefit high need communities. Is your community defined as a high need community by your state?**

**H3. States now have funding to provide technical assistance to Transportation Alternatives Program (TAP) applicants.**

**H3a. Has your community requested technical assistance from your state DOT to help with TAP projects?**

**H3b. Has your community received technical assistance from your state DOT to help with TAP projects?**

**H4. What sources of funding do you use to pay for bicycle infrastructure and programming in your community?**

**H5. If there is anything else you would like to share with the BFC review team about your community's budget or other funding made available for bike infrastructure development, please describe here.**