



AGENDA
CHARTER TOWNSHIP OF MERIDIAN
MERIDIAN TRANSPORTATION COMMISSION
June 15, 2017 6:00 p.m.



1. CALL MEETING TO ORDER

2. APPROVAL OF AGENDA

3. APPROVAL OF MINUTES

A. May 25, 2017

4. PUBLIC REMARKS

5. COMMUNICATIONS

A. Commissioner Vagnozzi-CATA Letter of Understanding

B. Commissioner Hudson-Transportation Pilot Programs

C. Commissioner Vagnozzi-Uber, Lyft and Self-Driving Cars

D. Donna Rose- Audible Signals

E. Michael Hudson- Audible Signals

F. William Conklin-Audible Signals/Okemos-Jolly Intersection

G. Commissioner Hudson-Audible Signals

H. Donna Rose-Audible Signals

6. COMMISSION DISCUSSION/REVIEW

A. Redi-Ride

7. COMMISSION COMMENTS

8. NEXT MEETING DATE

A. July 20, 2017 Meridian Municipal Building Town Hall Room

9. ADJOURNMENT

DRAFT

CHARTER TOWNSHIP OF MERIDIAN
MERIDIAN TRANSPORTATION COMMISSION (MTC)
MEETING MINUTES OF MAY 25, 2017

PRESENT: Commissioners: Chair Hackbarth (left at 7:25 p.m.), Vice-Chair Potter, Hudson, Kolbasa
Deschaine and Vagnozzi

ABSENT: None

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 Vice-Chair Potter.

VOICE VOTE: Motion carried unanimously

3. Approval of Minutes

Vice Chair Potter requested the minutes of April 27, 2017 be amended to add a bullet point item on the bottom of Page 3 to read as follows:

“The Road Department would support a full signal at Woodlake Drive and Jolly Road to aide pedestrian and bicyclists safely crossing”

And to amend the recommendation for Audible Signals on Page 4 to read as follows:

“Commissioner Vagnozzi moved the Transportation Commission recommend to the Township Board that the Board support keeping the north/south pedestrian crossing on the east side of the Okemos/Jolly intersection and audible signals at all four corners of the Okemos/Jolly intersection”

Commissioner Vagnozzi moved to approve the amended minutes of April 27, 2017

Seconded by Commissioner Deschaine

VOICE VOTE: Motion carried unanimously

4. Public Remarks

- Brenda Henige introduced herself and stated she had submitted an application to fill the vacancy on the Transportation Commission.
- Donna Rose spoke in support of Brenda Henige's appointment to the Transportation Commission. She also spoke in support of the complete streets concept.
- Commissioner Vagnozzi suggested a member from the Commission attend the Township Board meeting on June 6, 2017 as the Board will discuss the two recommendations made by the Commission.
- Chair Hackbarth asked about the process to fill the vacancy on the Commission. Commissioner Deschaine stated the Commission or an individual could suggest someone to the Township Supervisor. The Supervisor would then make a recommendation subject to Township Board approval.

5. Communications

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

5. Presentation/Discussion

Chair Hackbarth welcomed Dusty Fancher, Partner, Midwest Strategy Group and Clark Harder, Executive Director, Michigan Public Transit Association.

Dusty Fancher and Clark Harder

- Ms. Fancher is a partner at Midwest Strategy Group.
- She has worked with the Michigan Public Transit Association (MPTA) for approximately 7 years.
- Mr. Harder has been with the MPTA for almost 20 years.
- CATA is not a member of MPTA
- MPTA represents many forms of transportation, not just buses
- The transit system is not the same as it was 5 or 10 years ago
- More people use the transit system due to age, health or economic reasons
- Many millennials are choosing not to drive
- Public transit systems need to be planning for the next 20 years
- Uber and autonomous cars could change mobility
- Federal Transit Authority (FTA) sets the national standards
- Public transit in large urban areas such as CATA deal directly with FTA
- Public transit in rural or small urban areas deal with Michigan Department of Transportation (MDOT)
- The information is provided to a client typically through a transit agency
- Information on Redi-Ride should be on the Township Website
- Mobility Management identifies all available public/private transportation options in a community
- Non-Emergency Medical Transportation provide rides for doctor appointments or to the pharmacy
- Can schedule a ride through the 211 system
- CATA may provide a service as well

- Advancement in technology to track a bus location could be used to schedule and pay for a ride
- A public/private partnership could provide job rides
- Negotiation of pick up times
- CATA four hour cancellation policy for Redi-Ride
- Providing transfers
- Reporting issues is important
- Redi-Ride could cross county line with inter-local agreement
- State awards CATA based on the amount of millage money it receives
- In 2017 CATA was awarded approximately 30 percent of eligible operating cost

A copy of presentation is available on the Township Website

7. Commission Discussion/Review

A. Redi-Ride

- Need to review Redi-Ride agreement
- Start discussing the 2018 millage renewal
- What changes to the Redi-Ride are needed
- Expand service area, capacity and hours
- Negotiate changes to Redi-Ride
- Redi-Ride will be the main topic for the June MTC meeting

B. Vacancy

- The Commission can recommend a person to fill the vacancy
- The Commission can interview candidates prior to making recommendations
- Review previous public service applications
- Place a notice of the vacancy on the Township website

8. Commission Comments

- Commission would like to review the local road projects for 2017
- Is there a need to increase the local road millage to keep up with paving
- 2017 Road Funding: local road millage \$407,000, Board authorized allocation of \$250,000, Ingham County contribution \$115,000
- Total budget is \$772,000

9. Next Meeting Date

- The next meeting date is June 15, 2017

10. Adjournment

Vice-Chair Potter called for a motion to adjourn the meeting

Commissioner Hudson moved to adjourn the meeting

Seconded by Commissioner Vagnozzi

VOICE VOTE: Motion carried unanimously
Meeting adjourned at 8:05 p.m.



Capital Area Transportation Authority



May 19, 2000

5. A.

Mr. William McCullough
Township Supervisor
Meridian Township
5151 Marsh Road
Okemos, MI 48864

Dear Mr. McCullough:

This letter is to confirm the basis for CATA's expansion of public transportation service in Meridian Township (the "Township") over a ten (10) year period through December 31, 2010. Initially, CATA will provide Redi-Ride service, which is demand-response curb-to-curb service. As has been announced, this Redi-Ride service will be provided with two CATA small bus vehicles, Monday through Friday from 9:00 a.m. to 5:00 p.m. beginning June 12, 2000, and on Saturdays from 9:00 a.m. to 5:00 p.m. beginning November 25, 2000.

CATA will provide the two small bus vehicles for the service and will incur other capital and operating costs, such as for additional vehicles, labor, marketing, administration, and maintenance.

The Redi-Ride service will be provided within two (2) service areas in the Township, one generally north and one south of Grand River, although each area will overlap the general business districts of Meridian Mall and Okemos Meijer. (See attached map). A transfer will be required to ride between the two service areas. CATA may reorganize the service areas within the Township for efficiency, ridership demand, or other customary public transportation considerations.

CATA will schedule rides in accordance with its demand-response transportation practices, which currently permit rides to be reserved in advance by telephone during specified daily hours, currently 6:30 a.m. to 4:30 p.m., Monday through Friday. Reservations must be made at least four (4) hours prior to the ride. Fares for service will be CATA's customary fares, which are currently \$1.00 for adults and one-half adult fare (i.e., 50¢) for students, seniors, and persons with disabilities. CATA fixed route passes are not accepted for demand-response service.

Meridian Township has a very good school transportation system. When that transportation is available to a student, school transportation will not be provided by the Redi-Ride service. Also, demand response service is not provided to those who could reasonably use fixed route service to reach their destinations, but service will be given to or from a fixed route when this is practical. Customers may be required to transfer between demand-response service and fixed route service to complete their trip. Service cannot be restricted to Township residents.

CATA's marginal costs for the service expansion are to be funded by the 0.2 transportation millage which was approved by Meridian Township voters in November 1999. The Township has levied and will pay over to CATA all such transportation millage funds collected for calendar years through December 31, 2010, less adjustments necessitated as a result of orders from the Michigan Tax Tribunal or boards of review. The Township will not be required to pay any additional funds for service expansion. CATA will deposit Township millage funds received in CATA's general account to support expanded service within the Township. CATA will retain for its own general purposes any fares, grants, or other funds received directly or indirectly in connection with the expanded services.

CATA will maintain an accounting of expenses in a manner consistent with CATA's accounting practices, which will be made available at reasonable times to Meridian Township and which reflects Township millage funds received and costs incurred or paid for the Redi-Ride service or other expanded service in the Township. The accounting of expenses will include reserves for capital purchases to support expanded service.

We anticipate providing expanded services for ten (10) years through December 31, 2010, although it is not possible to commit at this time to the details of such expanded services other than the above Redi-Ride service. For this reason, the initial commitment to provide Redi-Ride service will continue until the parties agree on other expanded services consistent with ridership demand, available millage receipts, costs, and public transportation factors.

CATA has begun marketing the Redi-Ride service to develop ridership demand. As ridership demand develops, CATA will review with the Township additional Redi-Ride service by increasing the number of vehicles and other expanded services which might be provided within the Township. Such expanded services and service changes will be considered and provided as appropriate within CATA's service plan procedures, after approval by the Township.

CATA has developed and shared with the Township multi-year estimates of costs, tax receipts, and ridership demand for future years. CATA will prepare a budget for expanded services in the Township which will be updated annually based on CATA's fiscal year (i.e., October 1 through September 30). Should CATA determine that transportation millage funds received from the Township are not or will not be sufficient to maintain expanded services, CATA and the Township will discuss service reductions and other alternatives. Should the parties fail to agree on such service reductions or alternatives, CATA may terminate expanded services upon sixty (60) days written notice to the Township, in which case CATA will refund to the Township millage funds received in excess of charges and costs paid or incurred by CATA for the expanded services, including capital costs.

We should also be clear that the expanded services are subject to the following:

1. The expanded services are provided by CATA as a public transportation authority within its service area and integrated into the CATA system. Meridian Township shall not be responsible for providing any transportation services under this agreement.
2. CATA and Meridian Township shall be available at reasonable times to meet and discuss the services provided, the budget for services, expenditures made for services, tax receipts, and other subjects of concern to the parties regarding this service.
3. CATA and the Township shall provide each other with such reasonable reports and information regarding the services as each may request.
4. The expanded services will be planned, budgeted, and forecast based on CATA's fiscal year beginning October 1 and ending September 30.
5. Meridian Township is responsible for collecting the transportation millage and paying these funds to CATA the month following receipt.
6. CATA is undertaking expanded services in anticipation of receiving, prior to June 12, 2000, at least \$224,000 for its actual operating and capital costs this year and to support the plan for service in future years.
7. If service cannot be provided due to causes outside of the control of the parties, or because of war, declaration of state, national emergency, riot, acts of God or public enemy, strike, work stoppage, or slowdown, service may be limited or discontinued by CATA. If such event occurs, CATA will be available at the request of the Township to discuss a mutually acceptable resolution.

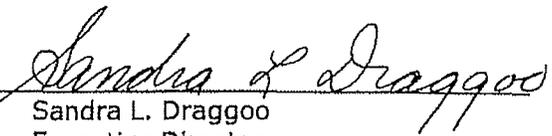
Mr. William McCullough
Township Supervisor
Meridian Township

May 19, 2000
Page Four

If the foregoing is satisfactory to Meridian Township, please indicate acceptance by signing and returning to me the enclosed copy of this letter.

Very truly yours,

CAPITAL AREA TRANSPORTATION AUTHORITY

By: 
Sandra L. Draggoo
Executive Director

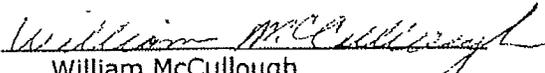
By: 
Jean F. Golden
Board Chair

/ejw
Enclosure

cc: With enclosure:
Mary Helmbrecht, Township Clerk
Gerald Richards, Township Manager

ACCEPTED:

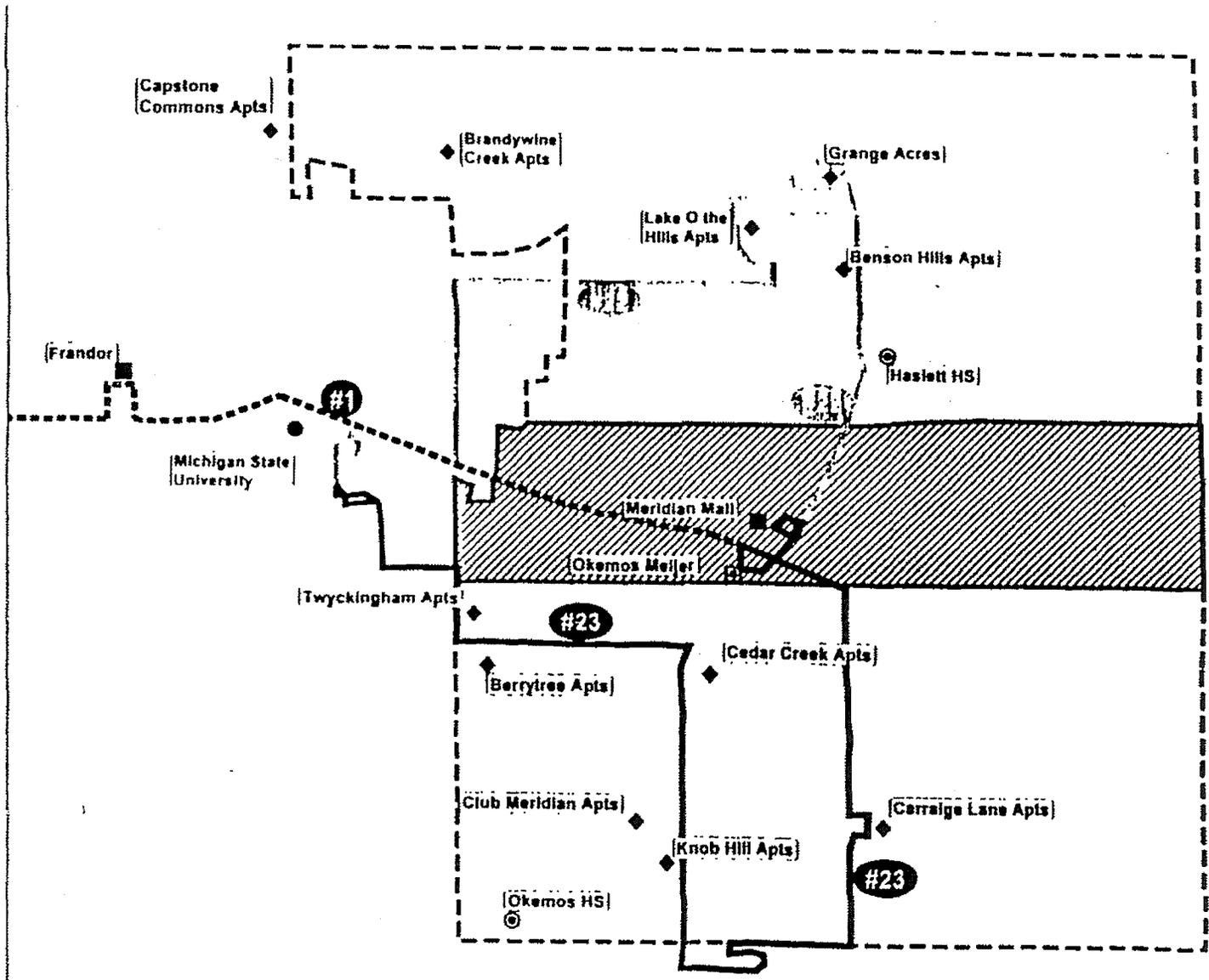
MERIDIAN TOWNSHIP

By: 
William McCullough
Meridian Township Supervisor

Dated: 6-12-00

By: 
Gerald Richards
Meridian Township Manager

Dated: 6/7/00



**Meridian Twp Service
Map Layers**

-  Haslett Redi Ride
-  Okemos Redi Ride
-  Redi Ride Overlap
-  High School
-  College/University
-  Mall/Shopping Center
-  Store
-  Housing



CATA Proposal

Mark Kieselbach

From: Karla Hudson <hudson.kc@live.com>
Sent: Tuesday, May 23, 2017 9:17 AM
To: Mark Kieselbach
Subject: Transportation pilot programs

Hi Mark,

Could you please forward to the other commissioners for review.

Thanks.

Karla Hudson

The **Massachusetts Bay Transportation Authority (MBTA)** is conducting a year-long “On-Demand Paratransit Pilot Program.” In this pilot program, customers of The Ride (which is the MBTA’s paratransit service) can participate with ride-sharing companies Uber and Lyft^[1]. A comparison of The Ride and Uber/Lyft pilot is shown in Table 1. The MBTA describes the benefits of this pilot program as reduced fares; lower wait times; same-day booking; faster trips; no need to share rides; access to wheelchair accessible vehicles; and options for customers without access to smartphones.

Table 1. Comparison of The Ride and MBTA’s Pilot Uber/Lyft Program¹⁰

Service	The Ride	Pilot Program
Fare	\$3.15 or \$5.25 for premium trips	As low as \$2.00
Booking Timeframe	Minimum on day in advance	On demand: Instant request to dispatch

- Access to transport related services (city logistics, home deliveries etc.)
- Roaming in other cities and counties

MaaS is the subject of an NADTC white paper, which can be found at www.nadtc.org. More details about this mobility innovation can be found in the white paper.

With the transportation and technology landscape rapidly changing due to all of these developments, there are many more mobility options available to travelers. However, this new landscape presents some challenges for older adults, persons with disabilities and low-income individuals. This brave new world requires that we ensure access to all options. Fortunately, several new service providers are beginning to meet these challenges. ^[6]

[1] Massachusetts Bay Transportation Authority. On-Demand Paratransit Pilot Program.

http://www.mbta.com/riding_the_t/accessible_services/default.asp?id=6442456760.

[2] Luz Lazo. "Arlington Studying A Plan That Would Pay For Your Uber To Metro". *The Washington Post*. August 16, 2016 http://www.hcaog.net/sites/default/files/5c_encl_mod_articles.pdf.

[3] Kansas City Area Transportation Authority. "RideKC: Bridj Expands Service to the River Market" April 29, 2016. http://www.kcata.org/news/ridekc_bridj_expands_service_to_the_river_market.

[4] The MaaS Alliance. <http://maas-alliance.eu/>

[5] Spyros Evangelatos. Inlecom Systems. Mobility as a Service (MaaS) Concept and Landscape. Presentation October 6, 2016. http://eutravel.eu/Conference/wp-content/uploads/2016/10/INLECOM_EUTRAVEL.pdf

[6] "How To Order Uber Online: Use Uber Without A Smartphone?" <http://lyftubernewsletter.com/can-you-use-uber-without-a-smart-phone/>

Day of Wait time	30 minutes window	As low as five minutes in core service areas
Trip reservations	By phone	Via mobile phone app or phone call-in option (Lyft only)

- The **Livermore Amador Valley Transit Authority (LAVTA)** (in Livermore, CA) recently introduced two innovative programs: (1) partnering with TNCs, such as Uber and Lyft, to reach commuters in neighborhoods that big buses cannot serve; and (2) exploring driverless shuttles to solve first and last mile issues to connect people to stations. ^[2]
- The **Kansas City Area Transit Authority (KCATA)** partners with Bridj to bring workers to various locations in Kansas City, including the downtown, and to various locations from downtown and the River Market area. “RideKC: Bridj is allowing us to provide a nimble transit service with a rich technology backbone,” said Robbie Makinen, President and CEO of KCATA. “The ability to target this new transit option is a powerful tool providing vital information during this pilot phase.” ^[3]

There is one more technology-enabled innovative service to add to this rapidly changing landscape – Mobility as a Service (MaaS).

According to the MaaS Alliance, “Mobility as a Service (MaaS) puts users, both travelers and goods, at the core of transport services, offering them tailor-made mobility solutions based on their individual needs. This means that, for the first time, easy access to the most appropriate transport mode or service will be included in a bundle of flexible travel service options for end users.”

^[4] Figure 2 illustrates the MaaS ecosystem including the technology components.

There are four objectives of MaaS, as follows^[5]:

- Seamless and efficient flow of information, goods and people both locally and through long distances;
- Globally scalable door-to-door mobility services without owning a car;
- A better level of service than the private car; and
- An open ecosystem for information and services in intelligent transportation.

An example of MaaS is Whim, the MaaS system currently operating in Helsinki, Finland. Whim offers four possible mobility “packages.” An example of MaaS in the US could be a personal mobility package for \$200/month that includes the following:

- Transportation from A to B according to service level agreement (SLA)
- Access to all transportation services

5. C.

Uber, Lyft, and Self-Driving Cars Aren't Yet the Answer to the Senior-Driving Riddle

The services and high-tech vehicles have drawbacks

By Michael Tortorello
June 01, 2017

How will you navigate the world when you can't drive anymore? You'll have to wait years if you want to be chauffeured around in a self-driving car. A more immediate solution might be found in the thousands of drivers just an app-tap away through Lyft, Uber, and other digital-age transportation providers. But even these have their drawbacks.

MORE ON SENIOR DRIVING

[Top 25 New Cars for Senior Drivers](#)

[Better by Design: Making Cars That Meet the Needs of Older Drivers](#)

[How to Keep Driving Skills Sharp](#)

[How Seniors Are Driving Safer, Driving Longer](#)

To start, less than a third of Americans over the age of 65 own a smartphone, a prerequisite for using an app. (It's technically possible—but comparatively impractical—to preschedule a ride via a website.)

Seniors with mobility challenges might encounter another significant barrier: a lack of accessible cars. Uber offers a platform called UberWAV (for wheelchair-accessible vehicle) in 12 North American cities and another,

UberASSIST, in 23 North American cities. UberWAV is supposed to match wheelchair passengers with vehicles equipped with a hydraulic lift or ramp. UberASSIST provides elderly or mobility-challenged riders with drivers who will help them into and out of a car.

But it's easier to publicize a service than to deliver it. In October 2016, a disability-advocacy group in Chicago called Access Living filed a lawsuit in federal court asserting that Uber had failed to provide the broadly equivalent transportation options required by the Americans With Disabilities Act. Specifically, the suit claimed that over a four-year period, beginning in August 2011 when Uber arrived in Chicago, the company provided exactly 14 rides to customers who used a motorized wheelchair.

Uber issued a statement at the time saying that it was "committed to increasing mobility and freedom for all riders and drivers," including the disabled. (In May, the Chicago mayor's office announced a major increase in wheelchair-accessible transit options by making 50 wheelchair-accessible vehicles from Lyft, Uber, and VIA available within six months.)

UberASSIST, which relies on regular Uber cars, could be a boon to older adults who use a cane, walker, or folding wheelchair. But Uber doesn't require or pay its drivers (independent contractors) to get UberASSIST training, and there's no financial incentive for U.S. drivers to provide these rides, which may demand more loading

time and door-to-door assistance. And when few UberASSIST cars are on the road, a driver may have to travel several minutes to reach a rider and then spend more time to help him or her into the car but can only start the meter once the passenger is buckled in.

Uber declined to specify how many UberASSIST vehicles may be available in any market in the U.S. A spokeswoman said the company is piloting different types of ASSIST models across the globe and that in many cities it's working well. "We still have more learning to do before it is a widespread success," the spokeswoman said.

Lyft and Uber have forged dozens of partnerships over the past year with senior residences, major health systems, and even the paratransit service of the Massachusetts Bay Transportation Authority. Last January Lyft debuted a "concierge" feature, which allows selected care providers to book a trip for a senior; Uber says it offers a similar service. These services have the potential to lower the cost and wait times for nonemergency medical transportation, but most passengers with limited mobility will still have to wait for their ride.

Editor's Note: This article also appeared in the July 2017 issue of Consumer Reports magazine.

Sandy Otto

From: Donna Rose <wild-rose@sbcglobal.net>
Sent: Thursday, June 01, 2017 10:53 PM
To: Board
Cc: Frank Walsh
Subject: For June 6 Board Packet

Dear Meridian Township Board of Trustees,

At their last meeting, the Meridian Transportation Commission made a recommendation to you to ask the Ingham County Road Department for the inclusion of an Audible Pedestrian Signal (APS) to be placed at Okemos and Jolly Road. The Ingham County Road Department is planning to do a lot of work at that intersection beginning in July. It is much less expensive to include an APS there now, than to have to retrofit one later to the tune of about \$20,000 more. It is always standard practice to install curb cuts at any intersection that is being modified for those who use wheelchairs, and it is equally important to follow ADA guidelines to upgrade all pedestrian aspects of an intersection so everyone has the same information when crossing. They are not currently planning to do this, but probably will if our Township asks.

As you are aware, this intersection has businesses and hotels nearby and is soon to have more apartments built there too. APS provide the same information to those who are blind or visually impaired, and those with cognitive disabilities, that everyone else gets when using a regular lighted pedestrian signaling device. Businesses along this area would probably embrace such accessibility so all pedestrians can visit their establishments.

I understand they were not thinking of including pedestrian signaling devices on the eastside of this intersection, but that needs to be requested as well. There is nothing worse than being able to cross one side of a road and not the other. And of course all corners of this intersection should be fitted with an Audible Pedestrian Signal as to make it uniform for all users.

When you think of a curb cut you might think of wheelchair access, but as you know these little ramps provide easy access to people with strollers, grocery carts and bikes, plus more. It is the same thing for Audible Pedestrian Signals. A variety of people find them useful. And while pedestrians must still pay attention when crossing at an Aps, at least they know when they have the "WALK" signal.

I am hoping you will follow the recommendation of the Transportation Commission and ask the Ingham County Road Department to make sure to add the Audible Pedestrian Signaling at the four corners of this intersection from the beginning of the project. They have installed these devices at many intersections around town. There is one at Lake Lansing and N. Hagadorn, Division and Grand River, N. Hagadorn and Grand River and others as well in case you would like to check one out. There is a concept in the Transit world, called "Complete Streets". This concept includes universal access to street crossings, sidewalks, public transit and more for all individuals. Let's work on this goal for Meridian Township.

Thank you for considering my viewpoint.

Donna Rose
Cobblers Dr.

JUN 06 2017

BI-4

JUN 06 2017

Michael Hudson
MICHIGAN STATE
UNIVERSITY

June 1, 2017

Dear Meridian Township Board,

As Director of a range of campus efforts to improve accessibility, I strongly endorse the addition of audible traffic signals when intersection signal equipment is being replaced or upgraded. The cost of this technology is low when installed as part of an overall upgrade project, the value to many types of people is significant and the presence of this technology empowers people to more fully engage their community. At MSU, we have standardized on the Polara Engineering signals as they are affordable, resilient, offer self-calibrating functionality for audible levels and countdown, while simultaneously offering vibrotactile feedback for those who may also have hearing impairments or otherwise find the intersection too noisy to rely on sound alone. MSU today has countless such intersections equipped with this technology and additional are on the docket as part of upcoming renovations. We have found the equipment beneficial to those with visual impairments and blindness but were also delighted to note that many others also found the additional verbal guidance an important reminder to cross with greater adherence to the signal (effectively, the audible clues commanded greater attention and focus for many people who had no disability). The city of East Lansing and MDOT each have multiple installations in operation and Ingham County installed their first system in 2008.

Today, I understand discussion is ongoing about the intersection at Okemos Road and Jolly Road. If that intersection is receiving new signaling equipment, I implore you to incorporate the Polara Engineering systems there as this will enable pedestrians to gain equitable access to a growing and vital corner of the township. From restaurants, hotels, financial institutions, and health care, that corner of town is reachable by public transportation and should be developed with opportunities for people with disabilities to join other pedestrians in safely transacting business as available in a range of locations all around the intersection. Please do not miss this opportunity, adding the audible components will constitute very little additional cost and will serve as a beacon of possibility and a welcome to many who will increasingly care to use that corner of town for all it offers. Please support the recommendation by the Transportation Commission for inclusion of this technology at Jolly and Okemos Roads.

Sincerely,

Michael Hudson
 Director



**Resource
 Center for
 Persons with
 Disabilities**

*Maximizing
 Ability &
 Opportunity*

434 Farm Lane, #120
 East Lansing, MI 48824

517-884-RCPD (7273)
 Fax: 517-432-3191

rcpd.msu.edu

Mark Kieselbach

From: Conklin, William <WConklin@ingham.org>
Sent: Tuesday, June 06, 2017 2:02 PM
To: Mark Kieselbach
Cc: Peterson, Robert; Derek Perry
Subject: RE: Audible Signals / Jolly-Okemos intersection project update

Mark,

As you request below, the Road Department is further investigating both the audible signal upgrade and the east leg pedestrian crossing issues for the proposed Jolly-Okemos intersection project with the traffic engineering consultant on this project to ascertain the safest solutions, and will report to you the consultant's findings as soon as received.

As a general update on the Jolly-Okemos intersection project which you may share as necessary, bids were received this past Friday, June 2, by MDOT as this is partially a federal aid funded project. The low bid was approximately 24% over engineer's estimate and budget for this project. We believe this is due mainly to rapidly increasing demand relative to capacity in the roadwork industry relating to road work increases from the new fuel and vehicle tax increases that started this year.

ICRD has nonetheless decided to continue with the Jolly-Okemos intersection project, as we believe this is a highly beneficial and regionally significant project given all the current and growing traffic in the area including not only that due to the Jackson National Life expansion just south of I-96, but also due to the various current and planned developments in the northwest quadrant of the location. However ICRD will likely need to reduce other planned road maintenance work in 2018 as a result of the major cost increase on this and one or more other larger county road projects recently or currently being bid.

While increasing accessibility for handicapped pedestrians is an important mutual goal, given the roughly \$20,000 cost increase of typical audible signal upgrades and the need to most efficiently allocate resources given very limited funding, ICRD has typically reserved this upgrade for signalized intersections known to serve handicapped pedestrians. Unarguably if funding were not an issue, it is even better to simply provide audible signal upgrades every time a signal undergoes major work as that proposed at Jolly-Okemos to serve any unanticipated handicapped pedestrians who may randomly arrive at the location. For this reason, and given the cost increase impacts already on the Jolly-Okemos project mentioned above, and Meridian Township's progressive pedestrian goals, please inquire and let us know if the Township would consider local matching in the amount of approximately \$20,000, dependent on actual cost, of the requested audible signal upgrade if found feasible by the traffic consultant.

The next steps on the Jolly-Okemos project are as follows:

Coordinate with County Drain Office on refurbishing or replacing the Jolly Road branch of the Smith County Drain underneath the intersection now that bid unit prices are known and the Drain Office is closer to completing the main Smith Drain work and thus will have a better handle on the Smith Drain project's remaining budget, which must also fund the entire Jolly Road branch of the Smith Drain. Whether or not this pipe is open cut and replaced or relined in place heavily impacts the intersection project schedule and will be known soon.

Given uncertainty regarding the Jolly Road branch of the county drain and its large potential impact on construction schedule, and the desire to minimize construction impacts to traffic in the busy fall return to school/football season, the construction progress specification was written to not allow work on Okemos Road in the fall, leave the intersection fully open, safe and functional over the winter if necessary, continue work in the early spring with mid-summer 2018 completion. If the Jolly Road county drain branch is not open-cut replaced, more, if not all, of the road work may be

completed in 2017. The low bidder has indicated a preliminary preference for the former—to do most of the road work in early 2018 to avoid the heavier traffic and schedule restrictions of fall.

Schedule will be fully firmed up very soon after we coordinate with both the County Drain Office and the Low bidder/Contractor regarding the schedule options described above. We will then update the Townships and roll-out a much larger public information effort to update the public accordingly.

Please feel free to call or reply with any further questions in the mean-time. Again we appreciate Meridian Township working with us on this regionally significant project and considering a local match contribution if possible for the requested audible signal upgrade.

Bill Conklin, Manager,
Ingham County Road Department
Office: 517-676-9722
Cell: 517-749-5093

From: Mark Kieselbach [mailto:Kieselbach@meridian.mi.us]
Sent: Monday, June 05, 2017 12:00 PM
To: Conklin, William
Subject: Audile Signals

Bill,

I wanted to let you know the Township's Transportation Commission did make a recommendation on installing audible signals as part of the improvements to the Okemos/Jolly intersection. The Commission also recommended keeping the pedestrian crossing on the east side of the intersection. The Township Board will be discussing the recommendation at its meeting on June 6.

Mark



A Prime Community

Mark Kieselbach
Community Planning & Development Director
kieselbach@meridian.mi.us
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Mark Kieselbach

From: Karla Hudson <hudson.kc@live.com>
Sent: Tuesday, June 06, 2017 11:15 PM
To: Township Board; Ronald Styka; Mark Kieselbach
Cc: Frank Walsh
Subject: Audible traffic signal Okemos and Jolly

Dear Township board and staff,

After viewing the meeting this evening I wanted to share some information with you as I know you are not able to travel all parts of your township on foot. Below you will find a news article from over 9 years ago. This article demonstrates that you all do have one audible traffic signal in your community and this was a result of five blind individuals coming together and making the request of the Ingham County Road Commission. I can tell you this audible was essential in my families ability to safely cross our small children to and from Donley elementary.

The Okemos and Jolly project is an excellent opportunity for our community to address an area of rapid development and high density district with housing, financial, culinary and employment facilities. The area is important enough that noteworthy number of resources are being invested into an intersection for the benefit of automotive traffic. With an interest in ensuring that pedestrians including those of us who are blind can also enjoy the area we remain insistent that you adhere to the walkability standards that are among the townships core values. Audible signals added during this renovation represent accessibility, very little additional cost and importantly a discounted and more integrated element if installed at time of construction rather than at a later time potentially under legal pressure for access to what will remain increasingly an important part of our township. The Okemos and Jolly intersection is the gateway to our community and should be considered as a welcoming beacon for visitors and residents alike.

If we are not going to support such a need than might I suggest that we take down the traffic signals for all and make this a four way stop. Seems as though this would make the intersection more equitable and inclusive if we all were on the same playing field having to guess when we need to cross safely. I am also willing to offer crossing together at this intersection under blind fold if any of the board is interested in the experience to help understand the blind pedestrians perspective.

It is not often that we get the opportunity to install these signals on a new construction project and an "after the fact modification" will definitely cost more. I encourage township staff to use the resources in your community to educate yourselves about the real costs associated with this project. The university has enthusiastically embraced this technology and can be a great resource for information sharing about costs of installation. As a tax payer and one that supports many township endeavors I am hopeful that you will assist the Road Department in understanding the importance these signals can make in the lives of individuals who are blind.

Sincerely,

Karla Hudson

NEWS ADVISORY

FOR IMMEDIATE RELEASE

contact:

February 6, 2008

For more information,

William M. Conklin, P.E.

517-676-9722

ROAD COMMISSION TO INSTALL FIRST OF ITS KIND AUDIBLE PEDESTRIAN SIGNALS FOR THE VISUALLY IMPAIRED

The Ingham County Road Commission announced today, that it is installing audible pedestrian crossing signals, the first of their kind for the Road Commission's road system, at the intersection of Lake Lansing Road and Hagadorn Road.

When activated, the audible pedestrian crossing signals will verbally announce the status of the visual pedestrian indicator enabling blind or visually impaired pedestrians to more readily determine the crossing phase.

Meridian Township residents, Michael & Karla Hudson, requested Road Commission consideration for this technology in September 2007. The Hudson's explained how wide streets, increasing traffic, and multiple traffic phases combine to make this intersection especially challenging for blind pedestrians. They summarized the importance of this intersection as a connector between residential areas, Donley Elementary School, public transportation, a senior center, and a range of businesses in the Carriage Hills Shopping Center.

"We are excellent travelers despite blindness, however, our need to cross this intersection daily revealed that our refined travel skills did not offer absolute confidence that we were crossing with the walk phase.

With a sense of responsibility for the safety of our family and other blind residents in the area, we set out to improve the situation. We are pleased with the responsiveness and concern shown by the Road Commission in hearing and approving our request." Said Michael Hudson

"I am really excited about having these audible pedestrian signals installed at this intersection", said Larry Smith, Chair of the Road Commission. "These are the first for our road system and I am anxious to see them in operation", he said.

"Although these are the first audible pedestrian crossing signals for the Ingham County Road Commission", said Bill Conklin, Managing Director, "the City of East Lansing currently has several on their system and MSU has eight locations on campus." Conklin said he is happy that the Road Commission has been able to assist the blind residents in this area and the Road Commission will be looking at additional locations where these audible pedestrian crossing signals may be needed

Mark Kieselbach

From: Donna Rose <wild-rose@sbcglobal.net>
Sent: Wednesday, June 07, 2017 3:13 AM
To: Board
Cc: Frank Walsh; Mark Kieselbach
Subject: For Next Board Packet Accessible Crossing at Jolly/Okemos

Dear Board Members,

I just don't know. It's like some of you didn't read a thing I wrote to you. There is already an audible pedestrian signal at North Hagadorn and Lake Lansing Road that the Hudson's, myself and others ask the old Road Commission to provide, and eventually they did. I think it has been there for at least 8 years. I told you where some of the local audible signals are located in my last email. You could visit one to see how it works!

Here is what I propose. When you allow development it is logical to expect all citizens will want access to it. The days of people with disabilities sitting at home in the closet are over. We want and should have disability access to our portion of the American Dream that most Americans strive to grab. We work and live in areas all around our Township. You don't necessarily know who is where when. We pay our taxes, often for many things which aren't accessible to us.

So let's do this. Let's tell the Ingham County Road Department we have decided as a Township we don't need "WALK" signs of any kind anywhere! They will be happy to save money. We can remove all of them within the township. If blind individuals are expected to cross streets without benefit of any signaling device, then why do people who can see need them? Who came up with this idea for "WALK" signs anyway and why?

This issue is the responsibility of Ingham County. They should have already planned for this when they planned their budget for the project. They planned for all other aspects. It seems to me there are many people in our country without the experience of blindness, and who have the power to provide access, but won't. They seem to behave as though they have some crystal ball that tells them access should only be in certain places. They think they speak as though they know where all the disabled people hang out! And we are supposed to stay clustered in our little areas, just like people of color or those who are LGBT. That kind of thinking leaves many of us without choice and often living in poverty. If we can't be a free to live, work and play in the same areas as everyone, it makes me wonder who others think we are!

Trustee Opsommer made reference to noisy audible signals. Well, ambulances are noisy. They go up and down Lake Lansing regularly, and I have to listen to them all day. Do we want to keep people who are sick and/or dying from receiving medical help promptly? I hate noise pollution. Unfortunately it exists all around us. The more development, the more noise. We need to realize we are all making an adjustment to all sorts of noise. I think Audible Pedestrian Signals are the least of this.

I have tried my best throughout my life to educate members of this universe about why disability access is important. You know that money brings with it choice. Well, accessibility brings choice too. Choice is what I want all people to experience because that is when life begins. It won't happen if people are stuck in one city block because they can't cross the streets around them. It is very shortsighted to try and guess who is where when.

Sincerely,
Donna Rose, Qualified Member of the Human Race
6207 Cobblers Drive
East Lansing, MI 48823