



AGENDA
CHARTER TOWNSHIP OF MERIDIAN
MERIDIAN TRANSPORTATION COMMISSION
June 16, 2022 6:00 p.m.

1. CALL MEETING TO ORDER

2. APPROVAL OF AGENDA

3. APPROVAL OF MINUTES
A. February 17, 2022

4. COMMUNICATIONS

5. PUBLIC REMARKS

6. COMMISSION DISCUSSION
A. Township Funded Road Projects (DPW)
B. Bicycle Friendly Community discussion (Staff)
C. Traffic Impact Study Draft Ordinance discussion (Staff)
D. 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 June 21, 2022
B. Transportation Commission Meeting July 21, 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.



A PRIME COMMUNITY
meridian.mi.us



Charter Township of Meridian
Meridian Transportation Commission
5151 Marsh Road, Okemos, MI 48864
Thursday, February 17, 2022 – Minutes – DRAFT

Members Present: Chair Vagnozzi, Vice-Chair Lovell, Commissioners VanCoevering, Potter and Planning Commissioner Snyder

Members Absent: Commissioners Hudson and Trustee Sundland

Others Present: Community Planning & Development Director Tim Schmitt, Senior Planner Brian Shorkey, Meridian Township Chief of Police Ken Plaga, Planning Commissioner Bill McConnell

1. CALL MEETING TO ORDER

Chair Vagnozzi called the meeting to order at 6:04PM

2. APPROVAL OF THE AGENDA

MOTION BY COMMISSIONER POTTER TO APPROVE THE AGENDA. SUPPORTED BY COMMISSIONER LOVELL. MOTION PASSES 5-0.

3. APPROVAL OF THE MINUTES – November 18, 2021

MOTION BY COMMISSIONER VANCOEVERING TO APPROVE THE MINUTES. SUPPORTED BY VICE CHAIR LOVELL. MOTION PASSES 5-0.

4. COMMUNICATIONS

No communications were received since the last meeting.

5. PUBLIC REMARKS

Planning Commissioner Bill McConnell spoke about the MDOT M-43 reconstruction project and the proposed service drive near the intersection of Grand River and Okemos Road.

6. COMMISSION DISCUSSION

A. Pathway User Safety During Construction Projects

Commissioner Potter began the discussion of user safety for pathway users during construction. He shared a series of pictures of the pathways adjacent to the Daniels Drain project that were taken in

summer and fall of 2021 while the project was in full construction mode. The Commission noted a series of concerns about the general lack of signage and advanced notice that the sidewalk or pathway was closed. The project appears to have not met MDOT's standards and rules for closures.

There was further discussion about the feasibility of using a lane of Grand River for non-motorized users during construction like this. Staff agreed to continue to work with all projects to ensure they are properly signed and detours noted.

B. MDOT M-43 Project Update

Staff began by outlining the current status of the project. Specifically, the closure of north/south movements at Okemos Road and Grand River Avenue that is going to occur. The Commission discussed at length options to keep that intersection open. Ideas included the use of the existing traffic lights for pedestrian traffic only and the potential use of a moving temporary trailer setup. The main issue is that the intersection will always be open to east/west vehicular traffic, with no traffic lights.

Further discussion about the project occurred around signal timing, especially as it relates to Dobie Road. The corridor will have limited signalization during construction, so turning movements will be difficult.

The Commission discussed CATA operations during the construction. Some bus stops would be impacted during construction and there was general consensus that plans need to be in place to address this. Additionally, was there a possibility for jitney type service in the area, to address the detour. Staff agreed to follow up with CATA on the mass transit issues raised by construction.

Chair Vagnozzi brought up the communications strategy, specifically how do we get the message to the people that need it? Staff will continue to work with our internal communications team and push MDOT for information throughout the project.

Commissioner Potter brought up pedestrian safety in the island design and if there was a way to make them safer. It was noted that these islands have been used elsewhere along Grand River. Staff agreed to follow up with MDOT. It was discussed that tampered rumble strips may be a good application for this area adjacent to the island.

C. Okemos Road Project update

Staff provided an update on the Okemos Road construction project. The bridge replacement is slightly behind schedule due to AT&T, but the contractor was working hard to catch up and get southbound traffic opened again.

D. General Commission Comments

Vice Chair Lovell brought up certification with the League of American Bicyclists and the possibility of getting certified. Staff agreed to look into it.

7. REPORTS/ANNOUNCEMENTS

A. Township Board

Director Schmitt updated the Commission the Township Board's process for filling the vacancies on the Board.

B. Planning Commission

Commissioner Snyder updated the Commission on the Planning Commission's recent work and the potential ordinance amendments that are being worked on.

C. Chair

Chair Vagnozzi spoke very highly of the late Supervisor Styka.

D. Staff

Director Schmitt had no update.

8. NEXT MEETING DATES

The next meeting of the Commission is scheduled for May 19, 2022. It was requested that the annual CATA update occur at that meeting, if possible. Additionally, it was discussed as to whether or not the meetings could be moved to the Town Hall room for better access and A/V capabilities. A joint EL/MT Transportation Commission meeting followup was requested for summer. Lastly, there was discussion of going back to monthly meetings given the amount of work that is occurring. All items will be followed up on.

9. ADJOURNMENT

Cahir Vagnozzi adjourned the meeting at 7:15 p.m.



6.A.

To: Transportation Commission Members

**From: Dan Opsommer, Assistant Township Manager
Director of Public Works and Engineering**

Date: May 19, 2022

Re: 2021 and 2022 Local Road Program Update

The Township proposed a new road millage bond in August of 2019, which voters adopted. The millage proposal was based on an engineering assessment undertaken by the Township during the two years preceding the vote.

We are now in year three of the new 10-year program. This year we are doing all of the 2021 cape seal and crack fill projects, as well as the entire 2022 road project list. I've attached the 2021 and 2022 Township Road Program maps.

The 2021 and 2022 crack seal work has begun and will be completed by the end of May. All of the roads that receive cape seal treatment are crack sealed first (some 2021 roads only receive crack seal). The 2021 and 2022 cape seal work will be completed in August.

We have all of the 2022 road projects bided with signed contracts, with the lone exception of 1 mile of crush and shape roadwork. This final RFP will go out to bid in one to two weeks.

The bids came in much higher due to inflation in the construction industry. We will utilize ARP funding to fill the funding gap and complete all of the 2021 and 2022 road projects as promised.

We are also finalizing a list of 2023 road work so that we can complete the engineering this summer and fall, and then bid the project in November of this year when bids are generally lower.

Based on our engineering assessment, the average PASER rating of our 147 miles of local roads was 4.48 (PASER ratings are a 1-10 scale). As you can see in the attached presentation, our average PASER rating is now a 5.68, and we are ahead of our estimated 5.18 PASER rating when we did our engineering assessment.

It is also important to know how separate road work under the new road millage. When we developed the 10-year road millage proposal, the Township negotiated with the County so we would be able to control reconstruction and preservation road work, but the County would continue to fill the potholes as they receive the state funding to maintain road crews. There are several reasons for separating the road work this way.

The Township wanted control over the reconstruction and preservation work the millage funds to ensure that we would be able to do our own engineering work. This protects the investment our

Memo to Township Board
May 19, 2022
Re: 2021 and 2022 Local Road Program Update
Page 2

taxpayers are making in our roads. Essentially, we wanted to ensure we were making prudent investments in the reconstruction and long-term preservation work of the roads.

To that end, we do extensive preparation work, such as taking core samples to analyze the condition of the pavement to determine how we will reconstruct the road. We also have a contract where we test the concrete and asphalt to ensure its integrity before it is used. We've sent asphalt and concrete away before because the aggregate mix was bad.

Preservation work includes crack sealing the roads and doing what we call "cape sealing", which is essentially a micro surface that extends the road's longevity and helps us realize the full life expectancy of the road. Prior to the 2019 millage, we did not do any preservation work for many years as there was no funding for it. Roads simply declined until they could be resurfaced, and we were extremely limited in the number of miles we could resurface. Resurfacing work prior to the new millage was what is commonly referred to as hot-in-place recycling, which is a two-stage process of milling the roads, grinding the aggregate down into small pieces and then mixing it with tar. This application does not last nearly as long as the full reconstruction work we are now doing under the new road millage.

However, as a charter township, we do not have in-house road crews, or the fuel tax and vehicle registration fee revenue from the state to fund such crews and equipment. Therefore, the County is still responsible for patching potholes until we can get the roads reconstructed. The County uses cold patch in the colder months and hot patch in the warmer months for potholes.

I've attached a lot of documents pertaining to the new 10-year road program for your review. I'm happy to answer any questions you may have this evening.

Attachments:

1. 2022 Township Road Program Presentation
2. 2021 (Year 2) Township Road Program Map
3. 2022 (Year 3) Township Road Program Map
4. 2021 Post-Construction PASER Ratings Map
5. 2019 End of Year PASER Rating Map (road conditions just before the new 10-year road program began)



Local Road Program

Local Road Program

MDOT and Ingham County- Road Ownership

Public Act 51 funding \$0.00

County allocation \$172,500

General Fund transfer \$280,000

Voter approved road bond \$3.5 million

Local Road Program

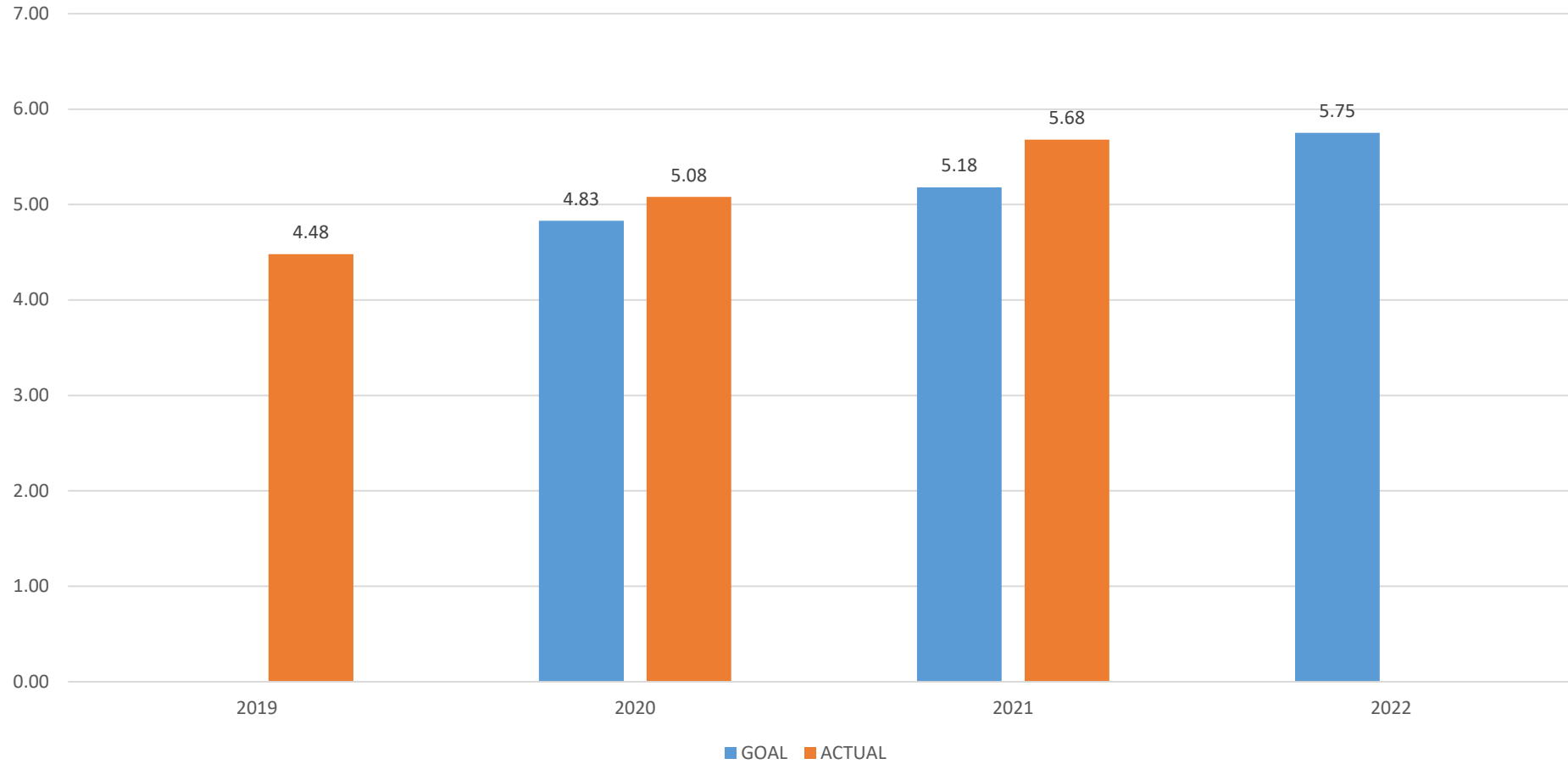
147 miles of LOCAL roads

10 year plan

Goal of PASER of 8

Asset Management

PASER PROGRESS



2021 REVIEW

**8.87 Miles of Resurfacing
(Whitehills Neighborhood)**

9.11 Miles of Preservation

17.98 Miles Total

2021 REVIEW



2022 PROGRAM



2022 Rehab-Resurface



6.84
Miles

2022 Rehab-Resurface

- Crest
- Royal Oak
- Sunhollow Court
- Wilder
- Wilder Court
- Oak Park Trail
- Woodwind Trail
- Wild Ginger Trail
- Carlton
- Bayshore
- Hallendale
- Buckingham
- Quarry
- Jessalee Circle
- Lampen
- Raphael
- Amber
- Blue Haven
- Blue Haven Court
- Timberlane
- Linden
- West Sundwind
- Windy Heights
- Aeolian
- Sandlewood
- Thistlewood
- Cimarron
- Yosemite
- Sashabaw Cul-de-sac
- Creekview Terrace CDS
- Chippendale Circle
- Splice Circle
- Wharf
- Mizzen
- Huron Hill

2022 Cape Seal



**3.74
Miles**

2022 Cape Seal

- Haversham Drive
- Chantilly Lane
- Thames Drive
- Picadilly Drive
- Downing Street
- Maumee Drive
- Apache Drive
- Shawnee Trail
- Kewanee Way
- Birchwood Drive
- Elmwood Drive
- Arbor Drive

Local Road Program

2022 Plan Summary

Rehabilitation-Resurfacing	6.84 miles
Preservation- Cape Seal	3.74 miles
<u>Total 2022 Local Road Work</u>	<u>10.58 miles</u>
PASER at the end of 2022	5.75

Schedule

Survey

Ongoing

Design

Ongoing

Bidding

Late February 2022

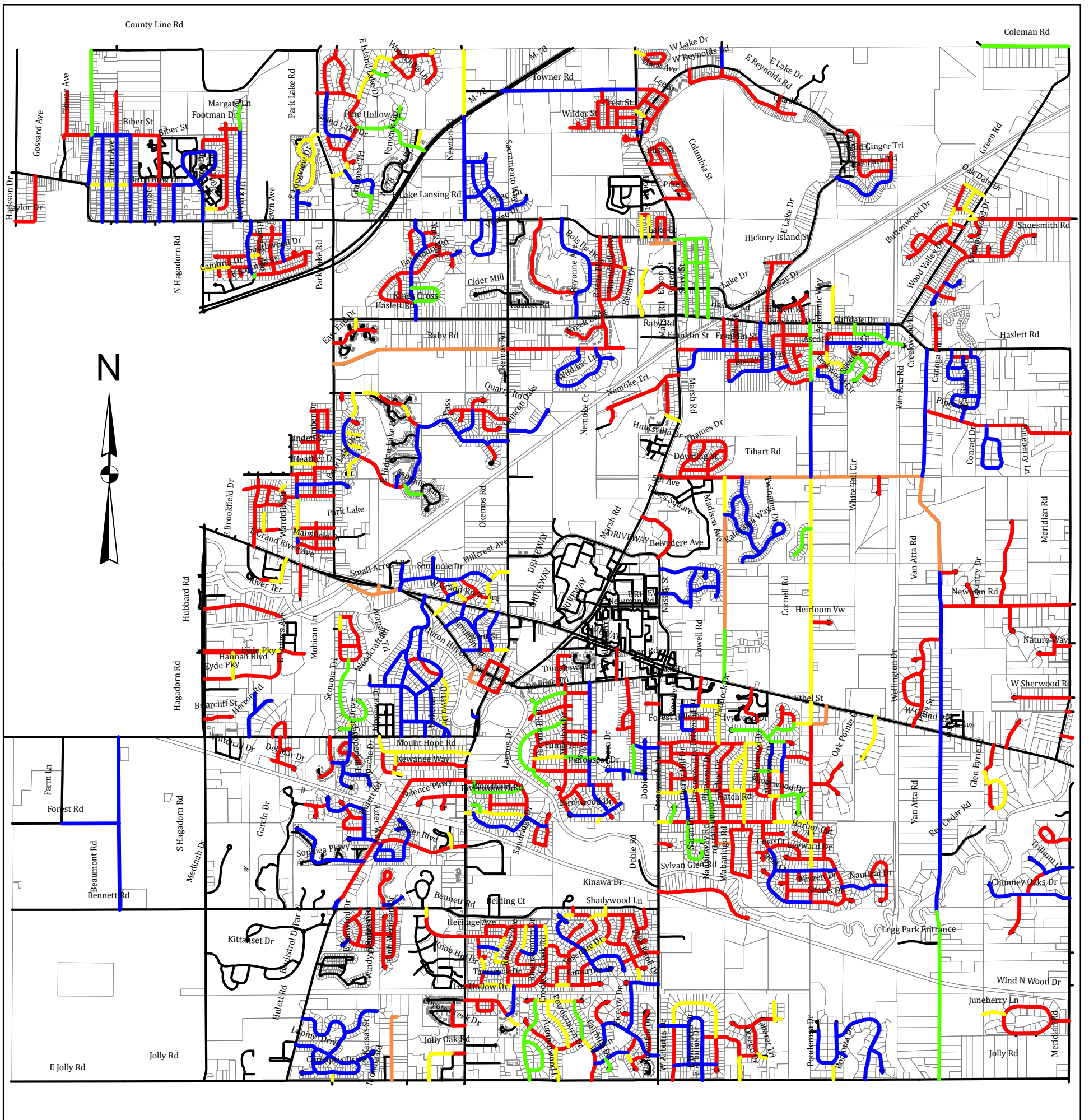
Construction

May, 2022

Substantial completion

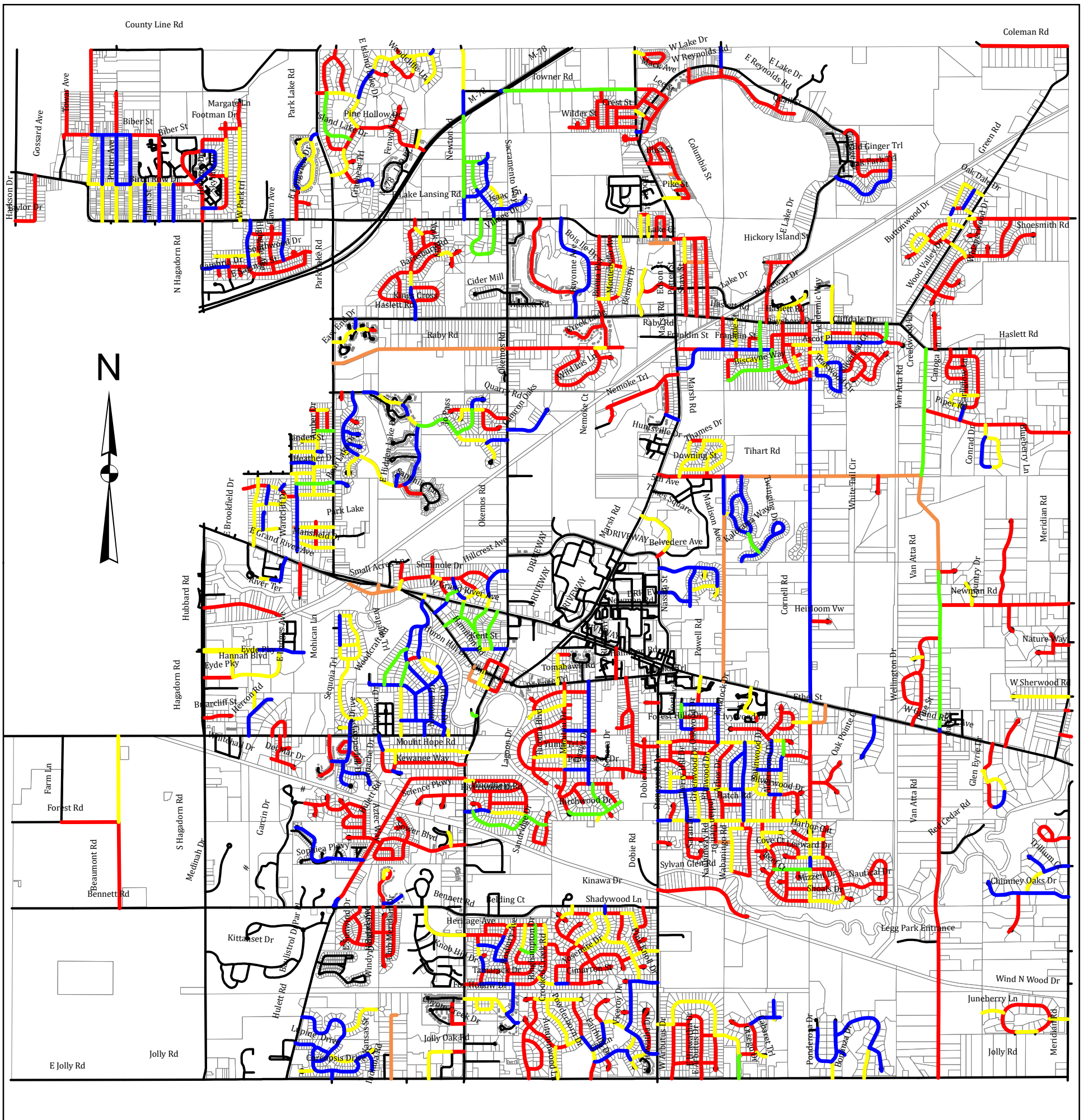
September 30, 2022

MERIDIAN TOWNSHIP LOCAL ROAD RATINGS



PASER Rating & Mileage	
—	10-9 (Excellent) - 11.609 mi
—	8-6 (Very Good : Good) - 45.465 mi
—	5-4 (Fair) - 16.194 mi
—	3-1 (Poor : Failed) - 75.098 mi
—	Gravel - 4.731 mi
—	Non-Local (i.e. Private; State; Primary; etc.)

MERIDIAN TOWNSHIP LOCAL ROAD RATINGS



PASER Rating & Mileage	
—	10-9 (Excellent) - 8.937 mi
—	8-6 (Very Good : Good) - 30.350 mi
—	5-4 (Fair) - 33.345 mi
—	3-1 (Poor : Failed) - 74.984 mi
—	Gravel - 5.160 mi
—	Non-Local (i.e. Private; State; Primary; etc.)

Bicycle Friendly Community APPLICATION PREVIEW

Updated June 24, 2021

TO APPLY

Applications are only accepted through the online form.

To submit an application online, please visit apply.bikeleague.org

Access additional resources at bikeleague.org/community

Email questions regarding the BFC application or process to bfa@bikeleague.org

UPCOMING APPLICATION CYCLES

Fall 2021

Open: February 2021

Deadline: September 1, 2021 (updated!)

Awards announced: November/December 2021

Fall 2022

Open: May 2022

Deadline: TBD Fall 2022

Awards announced:

November/December 2022

***Please note there will not be a Spring 2022 submission round.**

APPLICATION TIPS

NOTE: Questions highlighted in blue are dependent fields that do not appear in the online application until their corresponding answer option above is selected. **If these questions are not applicable to your community, skip ahead to the next question.**

- To provide continuity for returning applicants, recent changes are **highlighted in yellow** throughout the application preview below. This includes all Enforcement-related changes made to the application in August and October 2020 (see next bullet).
- As of October 2020, **'Enforcement' is officially no longer a pillar in the '5 E' Framework** that shapes the BFC application. However, many enforcement-related questions have been revised and/or reorganized throughout other 'E' sections of the application. Learn more about these changes at <https://bikeleague.org/5-Es>.
- **In recognition that the COVID-19 pandemic has been disruptive to many bicycle programming efforts**, related questions have been added to each 'E' section of the application, **highlighted in green below**. These questions are designed to allow communities space to describe their challenges and innovations to support and accommodate bicycling during these unprecedented times. **These new COVID-19-related questions on the BFC application are not scored and are considered temporary.** With each future application round, we will determine if they are



BICYCLE FRIENDLY COMMUNITY

FALL 2021 APPLICATION FOR REVIEW ONLY.

Only applications submitted through the online form at apply.bikeleague.org will be considered for designation.

appropriate to keep, change, or remove, and will also use the answers provided to help identify and share best practices through the BFC program resources and feedback mechanisms.

- **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.
- 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 close by, you can tell us about it in the bonus point question at the end of each ‘E’ section.
- The application is designed **for communities of all sizes**. The conditions that make your community unique -- size, type, location, climate -- 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, 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 most 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! **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. We recommend using a service such as TinyURL (<https://tinyurl.com>) to shorten any long links.



BICYCLE FRIENDLY COMMUNITY

FALL 2021 APPLICATION FOR REVIEW ONLY.

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- 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.

TO SUBMIT AN APPLICATION, VISIT [APPLY.BIKELEAGUE.ORG](https://apply.bikeleague.org).

New Applicant: Local Government

[-]

1. Review the [FAQ page](#) and its resources.
 2. Reach out to local bicycle advocates and create an application taskforce.
 3. [Create an account](#) in our application portal.
 4. Gather required data, seek to form partnerships with local bike advocates and clubs, schools, the police, health groups, and businesses.
 5. Check if anything listed in the application could be implemented before the application is submitted.
 6. Reach out to local businesses and institutions of higher education (if applicable) to apply to the Bicycle Friendly Business and Bicycle Friendly University program.
 7. Contact the Bicycle Friendly America team at BFA@bikeleague.org if you need assistance in filling out the application or if you have questions.
 8. Ask your partners to review the final application draft for completeness.
 9. Submit the application on or before the deadline of **August 5, 2021**.¹
 10. After the deadline, look for a public survey from the League seeking local input from bicyclists in your community. Help distribute this survey link to residents and businesses.
 11. If awarded, prepare a press release and organize an award ceremony to celebrate your achievement.
 12. Share the report card with your local bicycle advocates and partners, prioritize the recommendations and start implementing.
-

¹ There is no Spring 2022 submission round. The Fall 2022 submission round will begin in May and the submission deadline is TBD.

ORDINANCE NO. 2022-08

AN ORDINANCE TO AMEND SECTION 86-444, COMMERCIAL PLANNED UNIT DEVELOPMENT (C-PUD), SECTION 86-124, APPLICATION REQUIREMENTS, SECTION 86-441, GRAND RIVER AVENUE (M-43) CORRIDOR ACCESS MANAGEMENT OVERLAY DISTRICT, AND SECTION 62-34, TENTATIVE PRELIMINARY PLAT, AND TO CREATE A NEW SECTION 86-156, TRAFFIC IMPACT STUDIES OF THE CHARTER TOWNSHIP OF MERIDIAN CODE OF ORDINANCES TO UPDATE THE STANDARDS THEREIN

THE CHARTER TOWNSHIP OF MERIDIAN ORDAINS:

Section 1. Section 62-34(1)(b)(14), Tentative preliminary plat, is hereby amended to read as follows:

A traffic assessment or a traffic impact study may be required as specified in Subsection 86-130.

Section 2. Section 86-124(c)(6), Application Requirements, is hereby amended to read as follows:

A traffic assessment or a traffic impact study may be required as specified in Section 86-130.

Section 3. Section. 86-130, Traffic Study Requirements, is hereby created and reads as follows:

(a) A traffic assessment prepared by a certified traffic engineer based, in whole or in part, on the most current edition of the handbook entitled *Evaluating Traffic Impact Studies: a Recommended Practice for Michigan Communities*, shall be required for an overall development (all phases included) which is expected to generate between 50 and 249 directional trips during a peak hour of traffic.

(b) A traffic impact study prepared by a certified traffic engineer based, in whole or in part, on the most current edition of the handbook entitled *Evaluating Traffic Impact Studies: a Recommended Practice for Michigan Communities*, shall be required for an overall development (all phases included) or for an individual phase of a development which would generate 250 or more directional trips during a peak hour or over 750 trips on an average day. Should a development be submitted in phases, the cumulative effect of each additional phase on those previously reviewed and approved shall be accounted for and documented within the traffic assessment or traffic impact study.

(c) The requirement for a traffic assessment or traffic impact study may be waived by the Director of Community Planning and Development in the following instances:

(1) The existing level of service is not determined to be significantly impacted by the proposed development due to the nature of the request or specific conditions at the subject site.

(2) A similar traffic study was previously prepared for the subject site and is still considered applicable.

1 **Section 4.** Section 86-441(d)(7), Grand River Avenue (M-43) Corridor Access Management
2 Overlay District, is hereby amended to read as follows:
3

4 A traffic assessment or a traffic impact study may be required as specified in
5 Subsection 86-130.
6

7 **Section 5.** Section 86-444(g)(4)(1)(viii), Commercial Planned Unit Development (C-PUD), is
8 hereby amended to read as follows:
9

10 A traffic assessment or a traffic impact study may be required as specified in
11 Subsection 86-130.
12

13 **Section 6.** Validity and Severability. The provisions of this Ordinance are severable and the
14 invalidity of any phrase, clause or part of this Ordinance shall not affect the validity
15 or effectiveness of the remainder of the Ordinance.
16

17 **Section 7.** Repealer Clause. All ordinances or parts of ordinances in conflict therewith are
18 hereby repealed only to the extent necessary to give this Ordinance full force and
19 effect.
20

21 **Section 8.** Savings Clause. This Ordinance does not affect rights and duties matured, penalties
22 that were incurred, and proceedings that were begun, before its effective date.
23

24 **Section 9.** Effective Date. This Ordinance shall be effective seven (7) days after its publication
25 or upon such later date as may be required under Section 402 of the Michigan Zoning
26 Enabling Act (MCL 125.3402) after filing of a notice of intent to file a petition for a
27 referendum.
28

29 ADOPTED by the Charter Township of Meridian Board at its regular meeting this **XX**th day of
30 **XXXXXXX**, 2022.
31

32
33
34 _____
35 Patricia Herring Jackson, Township Supervisor
36

37 _____
38 Deborah Guthrie, Township Clerk