

**DELHI CHARTER TOWNSHIP
MINUTES OF REGULAR MEETING HELD ON JUNE 5, 2012**

The Delhi Charter Township Board of Trustees met in a regular meeting on Tuesday, June 5, 2012 in the Multipurpose Room at the Community Services Center, 2074 Aurelius Road, Holt, Michigan. Supervisor Goodrich called the meeting to order at 7:30 p.m.

PLEDGE OF ALLEGIANCE

ROLL CALL

Members Present: Supervisor Stuart Goodrich, Treasurer Roy Sweet, Clerk Evan Hope, Trustees Derek Bajema, John Hayhoe, Jerry Ketchum, DiAnne Warfield

Members Absent: None

Others Present: John Elsinga, Township Manager
Sandra Diorka, Director of Public Services
Tracy Miller, Director of Community Development
Darryl Albert, GIS Coordinator
Lt. Eric Trojanowicz, Ingham County Sheriff's Office/Delhi Division
Wendy Thielen, Assistant Township Manager of Human Resources
Amy Finch, Assistant Township Clerk/Deputy Clerk

COMMENTS FROM THE PUBLIC - None

CONSENT AGENDA

- A. Approval of Minutes – Committee Meeting of May 15, 2012
- B. Approval of Minutes – Regular Meeting of May 15, 2012
- C. Approval of Claims – May 15, 2012 (ATTACHMENT I)
- D. Approval of Payroll – May 24, 2012 (ATTACHMENT II)
- E. Reappointment to the Delhi Township Planning Commission – Elizabeth Zietlow (ATTACHMENT III)

Trustee Bajema requested that Item C – Approval of Claims-May 15, 2012 be removed from the consent agenda for discussion.

Sweet moved to approve the Consent Agenda as presented with Item C – Approval of Claims-May 15, 2012 removed from the Consent Agenda for discussion.

SUBJECT TO APPROVAL

**DELHI CHARTER TOWNSHIP
MINUTES OF REGULAR MEETING HELD ON JUNE 5, 2012**

A Roll Call Vote was recorded as follows:

Ayes: Ketchum, Sweet, Warfield, Bajema, Goodrich, Hayhoe, Hope

MOTION CARRIED

ZONING AND DEVELOPMENT

**PROPOSED DELHI TOWNSHIP ORDINANCE NO. 123 – COMPLETE STREETS
ORDINANCE, INTRODUCTION AND FIRST CONSIDERATION**

The Board reviewed a memorandum dated May 31, 2012 from Tracy Miller, Director of Community Development (ATTACHMENT IV).

**Ketchum moved upon introduction and first consideration, to adopt
Township Ordinance No. 123 – Complete Streets Ordinance.**

Trustee Bajema asked if adoption of this ordinance would limit the decision making of future Boards. Ms. Miller answered in the negative, stating that the Board would be allowed more authority on weighing in on the Ingham County Department of Transportation and Roads proposed projects with this ordinance.

Trustee Bajema asked if the Township should wait to see where the legislation on complete streets goes with the new legislatures before adopting this ordinance. Ms. Miller stated that the other communities in the region have either adopted or are working on complete street ordinances.

Clerk Hope stated that he likes the way the ordinance is written as it does not lock the Township into certain aspects of a project and allows the Township to prioritize projects. The ordinance will require the Township to keep complete streets in mind every time roads are dealt with. The Complete Streets Ordinance fits with the Board Goals of making the Township more walkable, livable and providing a sense of place. It will also give direction to future Board members. Trustee Bajema questioned if the State Transportation Commission has adopted this yet. Ms. Miller stated that it will be adopted by them in the very near future as required by law.

A Roll Call Vote was recorded as follows:

Ayes: Sweet, Warfield, Bajema, Goodrich, Hayhoe, Hope, Ketchum

MOTION CARRIED

NEW BUSINESS

**AGREEMENT FOR PARKS POLICE SERVICES BETWEEN DELHI CHARTER
TOWNSHIP, THE SHERIFF OF INGHAM COUNTY AND THE COUNTY OF INGHAM**

The Board reviewed a memorandum dated June 1, 2012 from Twp. Mgr. Elsinga (ATTACHMENT V).

SUBJECT TO APPROVAL

**DELHI CHARTER TOWNSHIP
MINUTES OF REGULAR MEETING HELD ON JUNE 5, 2012**

Warfield moved to approve the Agreement for Parks Police Services between Delhi Charter Township, the Sheriff of Ingham County and the County of Ingham for the period of June 1, 2012 to September 30, 2012.

A Roll Call Vote was recorded as follows:

Ayes: Warfield, Bajema, Goodrich, Hayhoe, Hope, Ketchum, Sweet

MOTION CARRIED

PURCHASE OF COMPUTER SYSTEM FOR THE DEPARTMENT OF PUBLIC SERVICES CAMERA TRUCK

The Board reviewed memorandums dated May 29, 2012 from Twp. Mgr. Elsinga and May 15, 2012 from Sandra Diorka, Director of Public Services (ATTACHMENT VI).

Sweet moved to approve the purchase of a computer system for the Department of Public Services Camera Truck from CUES, Inc. in the amount of \$11,936.

A Roll Call Vote was recorded as follows:

Ayes: Bajema, Goodrich, Hayhoe, Hope, Ketchum, Sweet, Warfield

MOTION CARRIED

ITEM REMOVED FROM CONSENT AGENDA FOR DISCUSSION / ACTION – APPROVAL OF CLAIMS – MAY 15, 2012

Hope moved to approve the Claims of May 15, 2012.

Trustee Bajema questioned payments for 2040 Cedar Street under the Debt Service.

A Roll Call Vote was recorded as follows:

Ayes: Goodrich, Hayhoe, Hope, Ketchum, Sweet, Warfield, Bajema

MOTION CARRIED

REPORTS

SUPERVISOR

Supervisor Goodrich stated that he attended a meeting of Ingham County Township Supervisors on May 30, 2012 to discuss a proposed Ingham County Road Advisory Board. Thirteen of the sixteen supervisors along with Mary Lannoye, Ingham County Controller and Bill Conklin, Ingham County Road Commission Manager attended.

SUBJECT TO APPROVAL

**DELHI CHARTER TOWNSHIP
MINUTES OF REGULAR MEETING HELD ON JUNE 5, 2012**

TRUSTEES

TRUSTEE BAJEMA

Trustee Bajema questioned the letter dated May 23, 2012 to the Michigan Department of Environmental Quality from Twp. Mgr. Elsinga in regard to the sludge dryer (ATTACHMENT VII). The letter requests that the sludge dryer be placed on the project priority list for the 2013 fiscal year. Trustee Bajema questioned the bonding component.

Twp. Mgr. Elsinga stated that the Township would not repeat the terms and conditions of the \$5.1 million bond sale for this project. The aforementioned letter is to request the project be placed on the priority list for the 2013 fiscal year which will keep all sources of funding including SRF open.

TOWNSHIP MANAGER

Twp. Mgr. Elsinga stated that the Township received a letter from the Department of Environmental Quality indicating that they will keep the S2 funding for 90% of the engineering cost for the sludge dryer offer open through December 2013.

Twp. Mgr. Elsinga stated that last fall the Township started working on a regional collaboration study with six area fire departments. A draft report from Plante Moran was reviewed last week; the report should be finalized soon. After the Township receives this report it will be emailed to the Board members.

LIMITED PUBLIC COMMENTS - None

ADJOURNMENT

Meeting adjourned at 8:40 p.m.

Date: _____

Evan Hope, Township Clerk

Date: _____

Stuart Goodrich, Supervisor

/af

SUBJECT TO APPROVAL

May 29, 2012

I. Certification of Authorized Signatures: The attached Check Register and Invoice Distribution Report encompass checks dated May 29, 2012 numbered 81321 thru 81413 & ACH 2047 thru 2064. Every invoice has a payment authorizing signature(s).

Dated: May 29, 2012

Lora Behnke, Accounting Clerk

II. Certification of Fund Totals:

The attached Invoice Distribution Report and Check Register for checks dated May 29, 2012 show payments made from the following funds:

General Fund	\$	70,678.43
Fire Fund		12,888.87
Police Fund		190,364.66
Fire Equip. & Apparatus Fund		17,962.38
Downtown Development Fund		41,410.03
Sewer Fund		52,198.87
Grand Total	\$	<u>385,503.24</u>

Includes the following to be reimbursed from separate bank accounts:

None -

Dated: May 29, 2012

John B. Elsinga, Township Manager

III. Approval for Distribution: I have reviewed the above checks and invoices and all of them should be distributed. All invoices over \$10,000.00 have been approved by general policy or previous motions of the board.(None) .

Dated: May 29, 2012

John B. Elsinga, Township Manager

Evan Hope, Township Clerk

Roy W. Sweet, Treasurer

IV. Board Audit and Approval: At a regular meeting of the Township Board held on June 5, 2012 a motion was made by _____ and passed by ____ yes votes and ____ no votes (_____ absent) that the list of claims dated May 29, 2012, was reviewed, audited and approved.

Evan Hope, Township Clerk

INVOICE GL DISTRIBUTION REPORT FOR DELHI CHARTER TOWNSHIP
 EXP CHECK RUN DATES 05/29/2012 - 05/29/2012

Vendor	Invoice Line Desc	Amount
Fund 101 GENERAL FUND		
Dept 000.00		
SBAM	RETIREES HEALTH INSURANCE	216.61
	Total For Dept 000.00	216.61
Dept 101.00 LEGISLATIVE		
HARTFORD LIFE INSURANCE	LIFE INSURANCE JUNE	25.50
MICHIGAN TOWNSHIPS ASSOC	MTA 2012 DUES	5,766.40
	Total For Dept 101.00 LEGISLATIVE	5,791.90
Dept 171.00 MANAGER		
SBAM	HEALTH INSURANCE JUNE	977.76
DELTA DENTAL PLAN OF	DENTAL INSURANCE JUNE	308.38
HARTFORD LIFE INSURANCE	LIFE INSURANCE JUNE	93.50
VERIZON WIRELESS	CELLULAR APRIL	54.56
	Total For Dept 171.00 MANAGER	1,434.20
Dept 191.00 ACCOUNTING		
SBAM	HEALTH INSURANCE JUNE	977.76
DELTA DENTAL PLAN OF	DENTAL INSURANCE JUNE	84.26
HARTFORD LIFE INSURANCE	LIFE INSURANCE JUNE	19.97
	Total For Dept 191.00 ACCOUNTING	1,081.99
Dept 215.00 CLERK		
SBAM	HEALTH INSURANCE JUNE	2,607.34
DELTA DENTAL PLAN OF	DENTAL INSURANCE JUNE	269.07
HARTFORD LIFE INSURANCE	LIFE INSURANCE JUNE	64.16
VERIZON WIRELESS	CELLULAR APRIL	52.70
	Total For Dept 215.00 CLERK	2,993.27
Dept 228.00 INFORMATION TECHNOLOGY		
SBAM	HEALTH INSURANCE JUNE	977.76
DELTA DENTAL PLAN OF	DENTAL INSURANCE JUNE	84.26
HARTFORD LIFE INSURANCE	LIFE INSURANCE JUNE	48.46
VERIZON WIRELESS	CELLULAR APRIL	51.70
	Total For Dept 228.00 INFORMATION TECHNOLOGY	1,162.18

Dept 253.00 TREASURERS		
SBAM	HEALTH INSURANCE JUNE	1,222.19
DELTA DENTAL PLAN OF	DENTAL INSURANCE JUNE	279.73
HARTFORD LIFE INSURANCE	LIFE INSURANCE JUNE	42.50
55TH DISTRICT COURT	SMALL CLAIMS COURT FEES	25.00
55TH DISTRICT COURT	SMALL CLAIMS COURT FEES	25.00
55TH DISTRICT COURT	SMALL CLAIMS COURT FEES	25.00
55TH DISTRICT COURT	SMALL CLAIMS COURT FEES	45.00
55TH DISTRICT COURT	SMALL CLAIMS COURT FEES	25.00
KARIN S TEBEAU	5/17-18/12 MILEAGE/TEBEAU	81.03
INGHAM COUNTY TREASURER	2009-2010 BOR MTT CHANGES	5,862.00
	Total For Dept 253.00 TREASURERS	<u>7,632.45</u>

Dept 257.00 ASSESSING		
SBAM	HEALTH INSURANCE JUNE	1,222.19
DELTA DENTAL PLAN OF	DENTAL INSURANCE JUNE	363.98
HARTFORD LIFE INSURANCE	LIFE INSURANCE JUNE	69.27
	Total For Dept 257.00 ASSESSING	<u>1,655.44</u>

Dept 262.00 ELECTIONS		
DBI BUSINESS INTERIORS	NAME BADGES	22.99
PRINTING SYSTEMS, INC.	5,000 AV RETURN ENVELOPES	290.00
PRINTING SYSTEMS, INC.	5,000 AV OUTER ENVELOPES	265.00
INGHAM COUNTY CLERK	MAY 8, 2012 ELECTION FEES	4,635.62
U-HAUL	U-HAUL TRUCK FOR 5/8/12 ELECTION	68.87
U-HAUL	U-HAUL TRUCK FOR 5/8/12 ELECTION	70.77
	Total For Dept 262.00 ELECTIONS	<u>5,353.25</u>

Dept 265.00 BUILDING & GROUNDS		
SBAM	HEALTH INSURANCE JUNE	519.19
DELTA DENTAL PLAN OF	DENTAL INSURANCE JUNE	72.19
HARTFORD LIFE INSURANCE	LIFE INSURANCE JUNE	14.22
LANSING ICE & FUEL CO	GASOLINE - BUILDING & GROUNDS	98.91
BOYNTON FIRE SAFETY SERV	H2O BACKFLOW DEVICE CERT	195.00
MOLLY MAID OF LANSING	CLEANING SERVICES CSC	1,137.50
VERIZON WIRELESS	CELLULAR APRIL	13.07
BOARD OF WATER & LIGHT	WATER 2074 AURELIUS	583.57
DELHI TOWNSHIP TREASURER	SEWER 2074 AURELIUS	335.50
	Total For Dept 265.00 BUILDING & GROUNDS	<u>2,969.15</u>

Dept 276.00 CEMETERY		
SBAM	HEALTH INSURANCE JUNE	850.89
DELTA DENTAL PLAN OF	DENTAL INSURANCE JUNE	118.32
HARTFORD LIFE INSURANCE	LIFE INSURANCE JUNE	23.32
LANSING ICE & FUEL CO	GASOLINE - CEMETERY	153.86
CHRISTIANS GREENHOUSE	FLOWERS	213.79

JOHN DEERE LANDSCAPES	8 SEED STARTER MULCH	208.40
RUMSEY & SONS CONSTRUCT	3 CEMETERY FOUNDATIONS	57.75
BARNHART & SON, INC.	4 GRAVE OPENINGS & CLOSINGS	1,696.85
GRANGER CONTAINER SERV	MONTHLY DUMPSTER SERVICE	65.00
VERIZON WIRELESS	CELLULAR APRIL	13.07
Total For Dept 276.00 CEMETERY		3,401.25

Dept 281.00 STORMWATER		
SBAM	HEALTH INSURANCE JUNE	360.55
DELTA DENTAL PLAN OF	DENTAL INSURANCE JUNE	50.13
HARTFORD LIFE INSURANCE	LIFE INSURANCE JUNE	9.88
LANSING ICE & FUEL CO	GASOLINE - STORMWATER	82.42
Total For Dept 281.00 STORMWATER		502.98

Dept 446.00 INFRASTRUCTURE		
BLOHM CREATIVE PARTNERS	SPRING 2012 NEWSLETTERS	1,958.13
LANDSCAPE ARCHITECTS	WASHINGTON WOODS SIDEWALK	1,237.50
Total For Dept 446.00 INFRASTRUCTURE		3,195.63

Dept 721.00 PLANNING/COMMUNITY DEVELOPMENT		
SBAM	HEALTH INSURANCE JUNE	5,051.72
DELTA DENTAL PLAN OF	DENTAL INSURANCE JUNE	727.97
HARTFORD LIFE INSURANCE	LIFE INSURANCE JUNE	135.58
SAM'S CLUB DIRECT	COPY PAPER #930536	119.52
LANSING ICE & FUEL CO	GASOLINE	216.19
NTH CONSULTANTS, LTD	4495 HOLT SITE PLAN REVIEW	1,057.50
NTH CONSULTANTS, LTD	2770 EATON RAPIDS SITE PLAN	962.50
VERIZON WIRELESS	CELLULAR APRIL	251.86
OCE NORTH AMERICA DOC	COPY MACHINE METER CHARGES	67.81
SCHAFFER'S INC.	MOWING 1601 GRAYFRIARS	43.13
SCHAFFER'S INC.	MOWING 4620 DON	51.75
SCHAFFER'S INC.	MOWING 2470 FEATHERSTONE	43.13
SCHAFFER'S INC.	MOWING 3942 BERRY RIDGE	51.75
SCHAFFER'S INC.	MOWING 2510 SELMA	34.50
SCHAFFER'S INC.	MOWING 2418 EIFERT	43.13
SCHAFFER'S INC.	MOWING 2610 LITTLE HICKORY	34.50
SCHAFFER'S INC.	MOWING 4711 TOLLAND	43.13
SCHAFFER'S INC.	MOWING 4568 GROVE	51.75
SCHAFFER'S INC.	MOWING 4555 GROVE	51.75
SCHAFFER'S INC.	MOWING 4868 SUGARBUSH	51.75
Total For Dept 721.00 PLANNING/COMMUNITY DEVELOPMENT		9,090.92

Dept 752.00 PARKS ADMINISTRATION		
SBAM	HEALTH INSURANCE JUNE	814.79
DELTA DENTAL PLAN OF	DENTAL INSURANCE JUNE	89.90
HARTFORD LIFE INSURANCE	LIFE INSURANCE JUNE	45.90
HOLT PUBLIC SCHOOLS	FLYERS	51.78
VERIZON WIRELESS	CELLULAR APRIL	117.21
Total For Dept 752.00 PARKS ADMINISTRATION		1,119.58

Dept 771.00 PARKS		
SBAM	HEALTH INSURANCE JUNE	1,222.19
DELTA DENTAL PLAN OF	DENTAL INSURANCE JUNE	139.86
HARTFORD LIFE INSURANCE	LIFE INSURANCE JUNE	20.83
LANSING ICE & FUEL CO	GASOLINE - PARKS	989.94
ACE HARDWARE	2 KEYS	3.38
SAM'S CLUB DIRECT	20 DRUM LINERS	399.60
SHERWIN WILLIAMS	PAINTING SUPPLIES	151.82
AMERICAN RENTAL	PORTABLE TOILET	70.00
AMERICAN RENTAL	PORTABLE TOILET	70.00
GRANGER CONTAINER SERV	MONTHLY DUMPSTER SERVICE	150.00
MODEL COVERALL SERVICE	UNIFORM PANTS	39.83
BOARD OF WATER & LIGHT	WATER 2074 AURELIUS #PARK	25.90
DELHI TOWNSHIP TREASURER	SEWER 1750 MAPLE	30.00
DELHI TOWNSHIP TREASURER	SEWER 2108 CEDAR	17.25
DELHI TOWNSHIP TREASURER	SEWER 2287 PINE TREE	49.50
DELHI TOWNSHIP TREASURER	SEWER 4030 KELLER	83.50
ACE HARDWARE	NIPPLE/EXTRACTOR SCREW/MISC.	10.07
ACE HARDWARE	2 SPRAY PAINT/AA BATTERY	19.97
KENDALL ELECTRIC INC	LOCK FOR CABINET	86.62
MENARDS LANSING SOUTH	12 PAINT BUCKETS/2 BRUSH SETS	45.86
SHERWIN WILLIAMS	(5) 5 GAL. PAINT	208.95
ACE HARDWARE	4 TWINE	9.96
ACE HARDWARE	5 FLATS FLOWERS/1 GLOVES/MISC	68.93
ACE HARDWARE	2 WHITE STRIPING PAINT	15.98
ACE HARDWARE	4 POTS & 11 FLATS FLOWERS	170.28
BOYNTON FIRE SAFETY SERV	H2O BACKFLOW DEVICE CERT	260.00
COLLEEN COOPER	3 GERANIUM BASKETS	26.97
COLLEEN COOPER	GRASS/12 POTS/BASKETS/PRUNUS	213.72
COLLEEN COOPER	15 GERANIUM BASKETS	134.85
COLLEEN COOPER	POTS/SPIKES/PLANTERS/ACCENTS/	152.35
COLLEEN COOPER	16 BEDDING PLANTS	141.05
THE FLOWER GARDEN	10 ROSES/1 FLAT OF FLOWERS	137.68
SPARTAN BARRICADING	3 ROLLS OF FENCE	195.00
CARQUEST THE PARTS PLACE	(2) OIL 20W50	8.26
TASMANIAN TIRE CO.	1 TRAILER TIRE	86.00
FRANKIE D'S AUTO & TRUCK	LOF/2 WIPER BLADES/BRAKE LINES	354.00
SHERWIN WILLIAMS	PAINT FOR VALHALLA PAVILION	1,119.45
	Total For Dept 771.00 PARKS	<u>6,929.55</u>

Dept 774.00 RECREATION		
SBAM	HEALTH INSURANCE JUNE	977.76
DELTA DENTAL PLAN OF	DENTAL INSURANCE JUNE	84.26
HARTFORD LIFE INSURANCE	LIFE INSURANCE JUNE	22.10
ON THE SPOT ENGRAVING	12 TROPHIES & ENGRAVING	154.80
JASON KELLER	REIMBURSEMENT/ADULT SOFTBALL	490.00
DEAN TRAILWAYS OF MICH	SENIOR CITIZEN BUS TRIP BALANCE	620.00
JUDY'S TRAVEL SERVICE	SENIOR CITIZEN TRIP	1,802.00
ESSL	EASTSIDE SOCCER REGISTRATION	75.00
CHARLES GRINNELL	HOMETOWN FESTIVAL/GRINNELL	110.00

PAIGE M. BIALKE	SOCCER OFFICIAL	75.00
GABRIELLE CORBIN	SOCCER OFFICIAL	50.00
PAULA K. HARNEY	SENIOR CENTER FITNESS CLASSES	100.00
ROBERT KRUEGER	SOCCER OFFICIAL	75.00
ANISSA MARTINEZ	SOCCER OFFICIAL	50.00
STEVEN E. ROGERS	VOLLEYBALL OFFICIAL	100.00
ZACHARY MIKEL SMIESKA	SOCCER OFFICIAL	75.00
STEVEN HEATH TAYLOR	SOCCER OFFICIAL	75.00
BIG DOG ENTERTAINMENT	BOUNCE SLIDE ETC./KIDS DAY	1,025.00
BLOHM CREATIVE PARTNERS	SPRING 2012 NEWSLETTERS	1,958.13
Total For Dept 774.00 RECREATION		<u>7,919.05</u>

Dept 850.00 OTHER FUNCTIONS

HARTFORD LIFE INSURANCE	RETIREEES LIFE INSURANCE JUNE	36.45
SBAM	RETIREEES HEALTH INSURANCE JUNE	5,457.49
DBI BUSINESS INTERIORS	OFFICE SUPPLIES	79.99
SAM'S CLUB DIRECT	COPY PAPER #930536	507.96
BLOHM CREATIVE PARTNERS	SPRING 2012 NEWSLETTERS	1,958.14
PITNEY BOWES GLOBAL	FOLDING MACHINE LEASE	189.00
Total For Dept 850.00 OTHER FUNCTIONS		<u>8,229.03</u>

Total For Fund 101 GENERAL FUND	<u><u>70,678.43</u></u>
---------------------------------	-------------------------

Fund 206 FIRE FUND

Dept 000.00

DELTA DENTAL PLAN OF	COBRA DENTAL INSURANCE JUNE	252.77
VERIZON WIRELESS	ACCTS RECEIVABLE	399.98
Total For Dept 000.00		<u>652.75</u>

Dept 336.00 FIRE DEPARTMENT

SBAM	HEALTH INSURANCE JUNE	7,004.48
DELTA DENTAL PLAN OF	DENTAL INSURANCE JUNE	1,282.41
SBAM	HEALTH INSURANCE JUNE	977.76
DELTA DENTAL PLAN OF	DENTAL INSURANCE JUNE	84.26
HARTFORD LIFE INSURANCE	LIFE INSURANCE JUNE	223.71
HARTFORD LIFE INSURANCE	LIFE INSURANCE JUNE	18.27
BARYAMES CLEANERS	UNIFORM CLEANING	148.39
SAM'S CLUB DIRECT	COPY PAPER #930536	89.64
LANSING ICE & FUEL CO	GASOLINE - FIRE	1,169.52
MATTHEW WOOTEN	REIMBURSEMENT FOR WORKBOOTS P	125.00
NYE UNIFORM COMPANY	COLLAR BRASS PIN/BALL	10.50
LIFEGAS LLC	CYLINDER RENTAL	188.25
VERIZON WIRELESS	CELLULAR APRIL	498.58
DELHI TOWNSHIP TREASURER	SEWER 6139 BISHOP	32.50
ACE HARDWARE	8 KEYS	13.52
ACE HARDWARE	2 KING SIZE BLACK MARKERS	4.98
ACE HARDWARE	ALCOHOL/8PK D BATTERY/KNIFE	22.77
COREY DROLETT	LCC 2012 SPRING TERM/DROLETT	341.58
Total For Dept 336.00 FIRE DEPARTMENT		<u>12,236.12</u>

Total For Fund 206 FIRE FUND	<u><u>12,888.87</u></u>
------------------------------	-------------------------

Fund 207 POLICE FUND		
Dept 301.00 POLICE		
INGHAM COUNTY TREASURER	POLICE CONTRACT MAY	190,364.66
	Total For Dept 301.00 POLICE	<u>190,364.66</u>
	Total For Fund 207 POLICE FUND	<u><u>190,364.66</u></u>

Fund 211 FIRE EQUIP. & APPARATUS FUND		
Dept 339.00 EQUIPMENT & APPARATUS		
FIRST DUE FIRE SUPPLY CO.	5 SETS OF BUNKER GEAR	7,306.10
CENT MICH KENWORTH/FORD	PARTS & LABOR/#204	3,107.81
FRANKIE D'S AUTO & TRUCK	REPLACE RADIATOR/#009	784.00
HALT FIRE, INC.	REPLACE REAR BRAKES/#999	2,146.42
HALT FIRE, INC.	DIAGNOSTIC/#999	288.00
HOLT AUTO ALIGNMENT	DIAGNOSTIC/#373	35.00
ROGER'S CLINE TIRE	1 TIRE/#009	268.00
ROGER'S CLINE TIRE	4 TIRES/#698	2,992.00
SHROYERS AUTO PARTS	TOW AMBULANCE/#204	135.00
LANSING AREA SAFETY CO	CPR/AED	521.60
MCLAREN-GREATER LANSING	BLS CLASS	55.50
MIKE MARTIN	FFTC CLASS FEE FOR 5 FIREFIGHT	150.00
WORLDPOINT ECC, INC.	STUDENT ACLS MANUALS/90-1014	134.00
WORLDPOINT ECC, INC.	2010 HANDBOOK OF ECC FOR HCP	25.00
WORLDPOINT ECC, INC.	S&H	13.95
	Total For Dept 339.00 EQUIPMENT & APPARATUS	<u>17,962.38</u>
	Total For Fund 211 FIRE EQUIP. & APPARATUS FUND	<u><u>17,962.38</u></u>

Fund 248 DOWNTOWN DEVELOPMENT AUTHORITY		
Dept 728.00 DDA ADMINISTRATION		
DELTA DENTAL PLAN OF	DENTAL INSURANCE JUNE	84.26
HARTFORD LIFE INSURANCE	LIFE INSURANCE JUNE	28.05
FOSTER, SWIFT, COLLINS	LEGAL FEES APRIL	330.45
ACE HARDWARE	MASKING TAPE	1.29
BOYNTON FIRE SAFETY SERV	H2O BACKFLOW DEVICE CERT	130.00
C. HOWARD HAAS	LODGING/MEALS/MILEAGE/PARKING	280.37
ALASTAIR MC FADYEN	LODGING/MC FADYEN	311.90
	Total For Dept 728.00 DDA ADMINISTRATION	<u>1,166.32</u>

Dept 729.00 DDA MARKETING & PROMOTION		
CHARLES GRINNELL	45.5 HOURS @\$22/GRINNELL	1,001.00
ACE HARDWARE	2 BUNGEE CORDS/TAPE & MOUNT/	22.28
ACE HARDWARE	ANT BAIT/2 MISC. MDSE./CORD REEL	67.49
BLOHM CREATIVE PARTNERS	25 FARMER'S MARKET POSTERS	380.00
BLOHM CREATIVE PARTNERS	BILLBOARD DESIGN	328.75
BLOHM CREATIVE PARTNERS	PRESS RELEASE - MARKET OPENING	275.00
BLOHM CREATIVE PARTNERS	APRIL WEB MAINT & HOSTING	345.00
	Total For Dept 729.00 DDA MARKETING & PROMOTION	<u>2,419.52</u>

Dept 731.00 DDA INFRASTRUCTURE PROJECTS

PURE GREEN LAWN & TREE	DEPOT-DELHI NE/DDA	45.00
PURE GREEN LAWN & TREE	VETERANS-COOLDRIGE PIE/DDA	25.00
PURE GREEN LAWN & TREE	CEDAR-HOLT CORNER PARK/DDA	25.00
PURE GREEN LAWN & TREE	CEDAR EDRU SOUTH TO ROUND	265.00
CHRISTIANS GREENHOUSE	FLOWERS	636.71
E.D.S. IRRIGATION, LLC	TURN ON IRRIGATION SYSTEM	50.00
E.D.S. IRRIGATION, LLC	2 HUNTER ROTORS & LABOR	92.50
Total For Dept 731.00 DDA INFRASTRUCTURE PROJECTS		<u>1,139.21</u>

Dept 850.00 OTHER FUNCTIONS

SBAM	HEALTH INSURANCE JUNE	908.57
DELTA DENTAL PLAN OF	DENTAL INSURANCE JUNE	126.34
HARTFORD LIFE INSURANCE	LIFE INSURANCE JUNE	24.90
LANSING ICE & FUEL CO	GASOLINE - DDA	153.86
GRANGER CONTAINER SERV	MONTHLY DUMPSTER SERVICE	130.00
MOLLY MAID OF LANSING	CLEANING SERVICES 4/30-5/14/12/	559.65
VERIZON WIRELESS	CELLULAR APRIL	13.06
PURE GREEN LAWN & TREE	2045 CEDAR ST/DDA-ICSD	25.00
Total For Dept 850.00 OTHER FUNCTIONS		<u>1,941.38</u>

Dept 903.00 CAPITAL OUTLAY-DDA

AMERICAN RENTAL	2 TENTS	9,372.50
AMERICAN RENTAL	10 SIDE WALLS	1,925.00
Total For Dept 903.00 CAPITAL OUTLAY-DDA		<u>11,297.50</u>

Dept 905.00 DEBT SERVICE

DAVID & LINDA ROTHERMEL	PRINC PAYMENT-2040 CEDAR	17,446.10
DAVID & LINDA ROTHERMEL	INTEREST PYMT-2040 CEDAR	6,000.00
Total For Dept 905.00 DEBT SERVICE		<u>23,446.10</u>

Total For Fund 248 DOWNTOWN DEVELOPMENT AUTHORITY 41,410.03

Fund 590 SEWAGE DISPOSAL SYSTEM

Dept 000.00

ASON'S CONSTRUCTION	Basic Service Charge	13.00
BALCOM, DONALD G	Sewer Usage	13.75
COLDWELL BANKER	Basic Service Charge	45.05
DELONG, ROBERT & DEBORAH	Basic Service Charge	89.75
FLAGSTAR BANK FSB	Basic Service Charge	30.25
HUD	Basic Service Charge	13.00
PODSEDLY, JAMES-MARYELLE	Basic Service Charge	13.00
REMAX RIVERWOOD	Basic Service Charge	8.75
RUVOLO, PAUL	Basic Service Charge	63.50
SWITZER, KYLE & AUTUMN	Basic Service Charge	30.00
SBAM	Retirees Health Insurance June	396.98
Total For Dept 000.00		<u>717.03</u>

Dept 548.00 ADMINISTRATION & OVERHEAD

HARTFORD LIFE INSURANCE	RETIREEES LIFE INSURANCE JUNE	20.25
SBAM	RETIREEES HEALTH INSURANCE JUNE	2,977.90
SAM'S CLUB DIRECT	COPY PAPER #930536	179.28
Total For Dept 548.00 ADMINISTRATION & OVERHEAD		<u>3,177.43</u>

Dept 558.00 DEPT OF PUBLIC SERVICE

SBAM	HEALTH INSURANCE JUNE	11,782.61
DELTA DENTAL PLAN OF	DENTAL INSURANCE JUNE	1,638.39
HARTFORD LIFE INSURANCE	LIFE INSURANCE JUNE	322.88
DBI BUSINESS INTERIORS	MISC OFFICE SUPPLIES	83.19
SAM'S CLUB DIRECT	COPY PAPER #930536	298.80
LANSING ICE & FUEL CO	GASOLINE - DPS	2,258.42
BARYAMES CLEANERS	UNIFORM DRYCLEANING	72.00
MODEL COVERALL SERVICE	STAFF UNIFORMS	336.40
MODEL COVERALL SERVICE	STAFF UNIFORMS	366.76
MODEL COVERALL SERVICE	STAFF UNIFORMS	87.97
MODEL COVERALL SERVICE	STAFF UNIFORMS	206.12
MODEL COVERALL SERVICE	STAFF UNIFORMS	80.61
MODEL COVERALL SERVICE	STAFF UNIFORMS	79.66
MODEL COVERALL SERVICE	STAFF UNIFORMS	142.97
MODEL COVERALL SERVICE	STAFF UNIFORMS	271.82
INTERSTATE ALL BATTERY	3 UPS BATTERIES/POTW	73.89
HASSELBRING-CLARK	DIGITAL SYSTEM EXCESS RATE	332.69
LOWE'S CREDIT SERVICES	240' STEEL FISH TAPE	51.28
FISHER SCIENTIFIC	AMMONIA STANDARD	60.24
FISHER SCIENTIFIC	REAGENT IODIDE	166.14
FISHER SCIENTIFIC	SHIPPING	6.05
IDEXX DISTRIBUTION, INC.	EXTENDED MTC AGREEMENT	400.00
ALEXANDER CHEMICAL CORP	SODIUM BISULFITE	855.00
ALEXANDER CHEMICAL CORP	CREDIT	(270.00)
KEMIRA WATER SOLUTIONS	FERRIC CHLORIDE	5,085.22
NTH CONSULTANTS, LTD	4495 HOLT SITE PLAN REVIEW	405.00
NTH CONSULTANTS, LTD	2770 EATON RAPIDS SITE PLAN	307.50
GRANGER CONTAINER SERV	MONTHLY DUMPSTER SERVICE	201.21
VERIZON WIRELESS	CELLULAR APRIL	314.47
DELHI TOWNSHIP TREASURER	SEWER 1490 AURELIUS	784.00
ACE HARDWARE	2 TRASH BAGS	29.98
CHRISTIANS GREENHOUSE	FLOWERS	57.56
DBI BUSINESS INTERIORS	LOG BOOKS/LIFT STATIONS	195.80
DBI BUSINESS INTERIORS	20 RECORD BOOKS/LIFT STATIONS	299.80
DBI BUSINESS INTERIORS	CREDIT	(195.80)
USA BLUE BOOK	NON MERCURY FLOAT SWITCH PART	604.75
USA BLUE BOOK	SHIPPING ESTIMATE	26.88
JACK DOHENY SUPPLIES, INC	VACTOR REPAIR PARTS	6,194.98
ACE HARDWARE	1 NYLON BUSHING	2.79
CARQUEST THE PARTS PLACE	15W40 5 GAL/GREASE/CARB CLEAN	109.89
CARQUEST THE PARTS PLACE	5 GAL.15W40/GREASE/CARB CLEAN	109.70
CARQUEST THE PARTS PLACE	CREDIT	(109.89)
FILTRATION SYSTEMS	NS-122-316 WATER FILTER	2,625.00
FILTRATION SYSTEMS	400 MICRON FILTERS	1,170.00
FILTRATION SYSTEMS	SHIPPING EST	139.98
KENDALL ELECTRIC INC	70 ELECTRICAL CONDUIT	107.80
KENDALL ELECTRIC INC	ELECTRICAL FITTINGS	139.84
THE MACOMB GROUP	21' GALV. PIPE	127.97
MICHIGAN PIPE & VALVE	(2) X531-UOR HYDRANT	362.00
MICHIGAN PIPE & VALVE	SHIPPING	14.07
WESCO DISTRIBUTION, INC	STAINLESS STEEL DISCONNECT	1,344.00
WESCO DISTRIBUTION, INC	#12 STRANDED WIRE	337.78
WESCO DISTRIBUTION, INC	(2) NEUTRAL BLOCKS	86.00

PURE GREEN LAWN & TREE	1492 AURELIUS RD/DPS	155.00
BOYNTON FIRE SAFETY SERV	H2O BACKFLOW DEVICE CERT	910.00
MOLLY MAID OF LANSING	CLEANING SERVICES/MAINTENANCE	325.00
MOLLY MAID OF LANSING	CLEANING SERVICES POTW	325.00
HASSELBRING-CLARK	ANNUAL COPIER MAINT AGREEMENT	630.00
RS TECHNICAL SERVICES, INC.	SERVICE SIEMENS GAS ANALYZER	516.00
CARQUEST THE PARTS PLACE	SWITCH/UNIT 4	4.74
CARQUEST THE PARTS PLACE	SWITCH	2.89
CARQUEST THE PARTS PLACE	CREDIT	(4.74)
FRANKIE D'S AUTO & TRUCK	LOF/#26	32.00
FRANKIE D'S AUTO & TRUCK	LOF/#22	71.00
FRANKIE D'S AUTO & TRUCK	LOF/#23	71.00
FRANKIE D'S AUTO & TRUCK	LOF/#12	33.00
STATE OF MICHIGAN	CLASS A RENEWAL/ELSINGA	95.00
ACE HARDWARE	1 TWINE STRETCHWRAP	10.99
BLOHM CREATIVE PARTNERS	SPRING 2012 NEWSLETTERS	1,958.13
DARLING INTERNATIONAL INC.	RECYCLE RAMA GREASE HAUL	50.00
LOWE'S CREDIT SERVICES	2 SHEETS PLYWOOD	27.34
R. A. DINKEL & ASSOCIATES	BKRA RECYCLED BOOKMARK	318.00
R. A. DINKEL & ASSOCIATES	SET UP CHARGE	50.00
R. A. DINKEL & ASSOCIATES	ESTIMATED SHIPPING	16.57
SAM'S CLUB DIRECT	2 LAFFY TAFFY CANDY	12.44
SAM'S CLUB DIRECT	2 CANDY/2 MIRACLE GRO	25.52
Total For Dept 558.00 DEPT OF PUBLIC SERVICE		46,217.05

Dept 578.01 CAPITAL IMPROVEMENTS

SOIL & MATERIALS ENGINEERS	CONCRETE & DENSITY TESTING	2,087.36
Total For Dept 578.01 CAPITAL IMPROVEMENTS		2,087.36
Total For Fund 590 SEWAGE DISPOSAL SYSTEM		52,198.87

Total For All Funds: 385,503.24

**DELHI CHARTER TOWNSHIP
FUND TRANSFERS AND PAYROLL APPROVAL
For Payroll Dated May 24, 2012**

I. Certification of Preparation and Distribution

The attached check and payroll registers encompass check numbers: 103746 through 103871 & direct deposits numbers: DD13627 through DD13706. The payroll was prepared in accordance with established payroll rates and procedures. The Treasurer's & Clerk's signatures were printed on the payroll checks using an electronic image signature

Lora Behnke, Accounting Clerk

The attached Check and Payroll Registers were reviewed. The payroll checks were distributed in accordance with established procedures.

Dated: May 24, 2012

Director of Accounting

II. Payroll Report

The May 24, 2012 payroll encompasses the following funds and expenditures:

	Gross Payroll	Payroll Deductions	Net Pay
General Fund	\$83,179.76	\$19,832.20	\$63,347.56
Fire Dept. Fund	39,708.38	11,924.66	\$27,783.72
DDA	8,498.63	3,050.59	\$5,448.04
Sewer Fund/Receiving	39,151.84	10,824.20	\$28,327.64
Total Payroll	\$170,538.61	\$45,631.65	\$124,906.96
	Township FICA	Township RHS & Pension Plan & H.S.A.	Total Deductions & TWP Liabilities
General Fund	\$5,065.41	\$5,694.59	\$30,592.20
Fire Dept. Fund	2,973.96	3,072.87	17,971.49
DDA	555.75	475.07	4,081.41
Sewer Fund/Receiving	2,829.30	3,150.64	16,804.14
Total Payroll	\$11,424.42	\$12,393.17	\$69,449.24

Director of Accounting

III. FUND TRANSFERS

Transfers covering the foregoing payroll were made on May 24, 2012 and identified as follows:

05/24 Net Pay Disbursement in Common Savings (\$124,906.96)

Roy W. Sweet, Treasurer

IV. Board Audit and Approval:

At a regular meeting of the Township Board held on June 5, 2012, a motion was made by _____ and passed by _____ yes votes and _____ no votes(_____ absent) that the payroll dated May 24, 2012 was reviewed, audited, and approved.

Attachment to Payroll Register

cc: Sweet(1)Vander Ploeg(1)

Evan Hope, Clerk

DELHI CHARTER TOWNSHIP

MEMORANDUM

TO: Delhi Township Board Members
FROM: Stuart Goodrich, Township Supervisor
DATE: May 29, 2012
RE: Recommendation for Reappointment to the Planning Commission

The appointment term of Planning Commission member Elizabeth "Betsy" Zietlow expires June 1, 2012. She has agreed to be reappointed for an additional three-year term. I therefore recommend the following motion:

RECOMMENDED MOTION:

To reappoint Elizabeth Zietlow to the Delhi Township Planning Commission for a three-year term, effective June 1, 2012, expiring June 1, 2015.



**Delhi Charter Township
Department of Community Development**

MEMORANDUM

TO: John B. Elsinga, Township Manager

FROM: Tracy L.C. Miller, Director of Community Development

DATE: Thursday, May 31, 2012

RE: Complete Streets Ordinance

Last year we received a small grant from the Health Department to assist us with the costs of exploring adoption of a Complete Streets Ordinance (CSO). This grant funding was used to enlist the coordination efforts of staff from Tri-County Regional Planning Commission and conduct a public information meeting last December. Several other communities in the region also received these mini-grants, allowing for coordination of efforts and the development of very similar CSOs. Many communities in the region have either already adopted a CSO or are currently working on one. For example, Lansing Township adopted their CSO last year and both Meridian and Delta are actively working on it. In Delhi Township, we began looking at a CSO as a method for encouraging implementation of the 2007 Non-Motorized Transportation Plan and promoting place making strategies.

The impetus for CSO's within the State of Michigan comes from legislation adopted in 2010. I would encourage you to review the attached "fact sheet" that provides additional detail. The focus of all Complete Street initiatives throughout the State is aimed at improving access for all legal users of streets and rights of way. Examples of improving access could include bike lanes, non-motorized pathways, sidewalks and other improvements within proximity to the roadway. In some communities, the use of the road right-of-way can extend to accommodate outdoor dining areas, shopping and other similar uses (think downtown Ann Arbor). However, the focus of all CSO's is to simply insure that appropriate improvements are installed whenever possible and practical.

That being said, it is important to point out that our proposed CSO *does not mandate the installation of complete street infrastructure*. The CSO only requires that the improvements be evaluated by the Ingham County Department of Transportation and Roads (ICDTR) and Township prior to design and implementation of roadway improvements. Further, and perhaps more importantly, the CSO will strengthen the relationship between the ICDTR and the Township because there will be a requirement for the two organizations to work together in these discussions. Of course, there will be instances where the installation of complete street infrastructure is not possible as a part of a project. The CSO provides a number of provisions that enable the Township and the ICDTR to opt out of the installation, including unreasonable increased costs or lack of funding.

There is another important reason to adopt the CSO at this time. The Michigan Department of Transportation (MDOT) evaluates Transportation Enhancement (TE) grant applications more favorably for applicants who have adopted a CSO. As you know, the TE program is a federally funded program administered by MDOT. Dollars are distributed to communities within the State based on an application and competitive evaluation process. This is a significant source of potential funding. For example, Delhi Township has received a TE grant in the amount of approximately \$1.23 M for the construction of the North Trail Connector project. Because of the dollars potentially at stake it is important that we continue to be very competitive for these funds in the future.

With all this in mind, the Planning Commission (PC) has considered the proposed CSO and unanimously recommended approval to the Township Board. The PC discussed the CSO over the course of several meetings and held a public input meeting on May 14th. A copy of the draft meeting minutes are attached for your review and consideration. Information about Complete Streets, including a video, was also posted on the Township's website.

Please review the attached CSO and associated information. If you have any questions or would like to discuss this further, please do not hesitate to ask. Otherwise, if you would kindly send the CSO to the Township Board for their 1st consideration at the upcoming June 5th meeting, I would appreciate it. Thank you.

Recommended Motion:

Upon introduction and first consideration, to adopt Township Ordinance No. 123 – Complete Streets Ordinance.

DELHI CHARTER TOWNSHIP
INGHAM COUNTY, MICHIGAN
ORDINANCE NO. 123
COMPLETE STREETS ORDINANCE

PREAMBLE

AN ORDINANCE INTENDED TO ENCOURAGE HEALTHY, ACTIVE LIVING, REDUCE TRAFFIC CONGESTION AND DEPENDENCE ON FOSSIL FUELS, AND IMPROVE THE SAFETY AND QUALITY OF LIFE FOR RESIDENTS OF DELHI CHARTER TOWNSHIP BY PROVIDING SAFE, CONVENIENT AND COMFORTABLE ROUTES FOR MULTIPLE MODES OF TRANSPORTATION, INCLUDING BUT NOT LIMITED TO, WALKING, BICYCLING, PERSONAL VEHICLES AND PUBLIC TRANSPORTATION.

The Charter Township of Delhi, Ingham County, Michigan, ordains:

SECTION 1. TITLE.

This Ordinance shall be known as the Delhi Charter Township Complete Streets Ordinance.

SECTION II. DEFINITIONS.

The following words, terms and phrases, when used in this Ordinance, shall have the meaning ascribed to them in this section, except where the context clearly indicates a different meaning:

Complete Streets Infrastructure means roadways planned, designed, and constructed to provide appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot, or bicycle.

Street Project means the construction, reconstruction, retrofit, or alteration, and includes the planning, design, approval, and implementation processes, except that “Street Project” does not include maintenance such as cleaning, sweeping, mowing, spot repair, or interim measures on detour routes.

Users means legal users of the public right-of-way, including pedestrians, bicyclists, motor vehicle drivers, public transportation riders and drivers, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

SECTION III. PURPOSE.

The purposes of this Ordinance are as follows:

1. To promote public health, safety, comfort, convenience, and general welfare of the community by providing opportunities for walking, bicycling, personal vehicular transportation and public transportation.
2. To encourage increased use of non-motorized modes of transportation.
3. To enable convenient travel as part of daily activities.
4. To improve the public welfare by addressing a wide array of health and environmental problems, and meet these needs for all constituents within the Township.
5. To provide for the orderly growth and harmonious development of the Township consistent with the comprehensive development plan and the zoning ordinance; and to secure adequate traffic circulation to the streets and highways.
6. To achieve the maximum utility and livability on individual parcels and within the community as a whole.
7. To continue to develop within the Township the Complete Streets Infrastructure that is vital to the creation of a sense of place within the community.
8. To provide logical procedures for the achievement of these purposes.

SECTION IV. REQUIREMENT FOR COMPLETE STREETS INFRASTRUCTURE

1. The Township shall make complete streets practices a routine part of operations, shall approach every transportation project and program as an opportunity to improve public and private streets and the transportation network for all users, and shall work in coordination with other departments, agencies, and jurisdictions to achieve complete streets. The Township shall work in partnership with the Ingham County Department of Transportation and Roads to facilitate implementation of Complete Streets to the extent feasible, pursuant to this Ordinance.
2. The Township shall prioritize projects that are near public service areas (e.g. schools, government facilities, libraries, public health facilities, parks, hospitals, farm markets, etc.).
3. To the extent possible, every street project on public or private streets shall consider complete streets infrastructure sufficient to enable reasonably safe travel along and across the road right-of-way for each category of users; provided, however, that such infrastructure may be excluded, upon agreement of the Township and the Ingham County

Department of Transportation and Roads, subject to each agency's powers and duties, where documentation and data indicate that:

- a. Use by non-motorized users is prohibited by law.
 - b. The cost would be excessively disproportionate to the need or probable future use over the long term, or funding is simply not available.
 - c. There is an absence of future need.
 - d. Inclusion of complete streets infrastructure would be unreasonable or inappropriate in light of the scope of the project.
 - e. Implementation of complete streets infrastructure is not possible due to physical restraints imposed by the project area.
4. As feasible pursuant to sub-section (3) directly above, the Township shall incorporate complete streets infrastructure into existing public and private streets to improve the safety and convenience of users, construct and enhance the transportation network for each category of users, and create a walkable community.
 5. As feasible pursuant to sub-section (3) above, if the safety and convenience of users can be improved within the scope of a street project that includes pavement resurfacing, re-striping, or signalization operations, such projects shall implement complete streets infrastructure to increase safety for users.
 6. The Township shall review and either revise or develop proposed revisions to all appropriate plans, zoning and subdivision codes, laws, procedures, rules, regulations, guidelines, programs, templates, and design manuals, including the Master Plan and Non-Motorized Transportation Plan of the Township to integrate, accommodate, and balance the needs of all users in all street projects on public and private streets. This shall be done throughout the normal course of such revisions.

SECTION V. DATA COLLECTION, STANDARDS, AND PUBLIC INPUT.

1. The Township has collected data and significant public input. Based on that data and public involvement the Township has adopted a Non-Motorized Transportation Plan which outlines the desired Complete Streets Infrastructure throughout the Township. Like any planning document, it may be amended and/or updated from time to time.
2. The Township shall continue encourage public participation in decisions concerning the design and use of streets.
3. The Township shall work in concert with the Ingham County Department of Transportation and Roads when evaluating future roadway projects for the inclusion or feasibility of complete streets infrastructure.

4. All initial planning and design studies, development proposals, health impact assessments, environmental reviews, or other reviews for projects requiring funding and/or approval by the Township shall:
 - a. Evaluate the effect of the proposed project on safe travel by all users, and
 - b. Identify measures to mitigate any adverse impacts on such travel that are identified, and
 - c. Achieve implementation of Complete Street Infrastructure to the extent feasible.

SECTION VI. SEVERABILITY.

Sections of this Ordinance shall be deemed to be severable and should any section, clause or provision of this Ordinance be declared to be invalid, the same shall not affect the validity of the Ordinance as a whole or any part thereof, other than the part so declared to be invalid. Further, nothing in this Ordinance shall be interpreted to conflict with state statutes on the same subject matter. Conflicting provisions of this Ordinance shall be abrogated to, but only to, the extent of the conflict. If any part of this Ordinance is found to be invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct and independent provision. Such holding shall not affect the validity of the remaining portions thereof, and the remainder of the Ordinance shall remain in force.

SECTION XXI. SAVINGS CLAUSE.

The amendment or repeal by this Ordinance of any ordinance or ordinance provision shall have no effect upon prosecutions commenced prior to the effective date of this Ordinance or prosecutions based upon actions taken by any person prior to the effective date of this Ordinance. Those prosecutions shall be conducted under the Ordinance provisions in effect prior to the effective date of this Ordinance. Penalties which have been incurred and prosecutions for violations of law occurring before the effective date of this Ordinance are not abated by this Ordinance.

SECTION XXII. EFFECTIVE DATE.

This Ordinance shall become effective thirty (30) days after its adoption and publication as required by law.

Ayes:

Nay:

Absent:

First Reading:

First Publication:

Second Reading:

Second Publication (Posting):

Effective Date:

**Excerpt from May 14, 2012
Draft Meeting Minutes
Planning Commission**

Complete Streets – Ordinance No. 123

Ms. Miller reviewed the staff report for the Planning Commission (PC) board. There was one small change in the language in Section 4, subsection 1 requested by the Ingham County Road Commission. A public notice was published to inform residents and welcome their attendance to this meeting for questions and comments.

Public Comment Opened

Steven Lieby, 2691 Hydra Drive, Lansing, addressed the PC board. He is an avid bicycle rider and is in favor of this ordinance.

Public Comment Closed

Commissioner O’Hara moved, seconded by Commissioner Goodall to recommend adoption of Ordinance No. 123 regarding Complete Streets to the Township Board.

Discussion: None

Roll Call Vote:

Ayes: Olson, Todd, Zietlow, Craig, Goodall, Hayhoe, Leaf, O’Hara

Nays: None

Absent: Weaver

Abstain: None

MOTION CARRIED

Complete Streets Frequently Asked Questions

1. What is a Complete Street?

According to Michigan Public Act (PA) 135 of 2010, a Complete Street provides “appropriate access to all legal users in a manner that promotes safe and efficient movement of people and goods whether by car, truck, transit, assistive device, foot or bicycle.”

2. Is Complete Streets a law?

Complete Streets is an approach to transportation planning and design that considers appropriate access for all legal roadway users in the various phases of a transportation project. PA 134 and 135 are laws intended to further the development of Complete Streets and facilitate communication between agencies regarding transportation projects and project elements that contribute to Complete Streets.

3. What do these two laws require?

In summary, PA 135:

- Requires the State Transportation Commission (STC) to adopt a Complete Streets Policy for MDOT.
- Establishes a Complete Streets Advisory Council within MDOT.
- Specifies consultation requirements.

Michigan Public Act 134 of 2010, a companion bill to PA 135, amends the Michigan Planning Enabling Act. This amendment expands the definition of "street" to include all legal users, and expands elements that may be included in a master plan to include all forms of transportation and their interconnectivity. It further specifies that transportation improvements be appropriate to their context and implemented in cooperation with the appropriate road agency.

4. What is a Complete Streets policy?

According to PA 135, a Complete Streets policy provides guidance that promotes Complete Streets. The law states that the policy should be sensitive to the local context and consider the functional class of the roadway, project costs, and the varying mobility needs of all legal users of the roadway. Additionally, the law states the policy should allow for appropriate exemptions. The law requires the STC to adopt a Complete Streets policy by August 2012. The law also requires that the STC develop a model local Complete Streets policy that may be adopted at the discretion of local units of government.

5. Are local agencies required to adopt Complete Streets policies?

Neither PA 134 nor PA 135 requires local agencies to adopt a Complete Streets policy.

6. How can my community compete for Complete Streets funding?

There is no specific funding set aside for Complete Streets, nor is there any new mandate for the redistribution of existing funding sources to fund Complete Streets. Section 10k of PA 51 of 1951 already requires that an average of 1 percent of distributed state transportation funds in all jurisdictions be used for nonmotorized facilities. PA 135 modified the language in PA 51 to clarify that nonmotorized facilities that contribute to Complete Streets are an eligible use of those funds.

7. Is Complete Streets a grant program?

Complete Streets is not a grant program and does not offer or entitle any community to funding for infrastructure improvements. Complete Streets is a concept in which multiple modes of transportation are considered and, when appropriate, addressed in some form as part of transportation projects.

8. How does having a Complete Street policy tie in to Federal Transportation Enhancement Program Funding?

The federal Transportation Enhancement (TE) program is a competitive grant program administered by MDOT to fund a variety of projects, including but not limited to projects that support walking and bicycling. Because the TE program funds projects that contribute to Complete Streets, it is logical that communities will pursue it. However, because of the program's popularity, communities with Complete Streets policies in place must still submit applications that are competitive and meet other program goals and criteria. TE program review criteria have been revised to enable communities with Complete Streets policies to receive additional consideration. It is important to understand that simply having a Complete Streets policy in place does not guarantee a project will be funded.

9. How do we pay for Complete Streets?

Amenities and facilities associated with or that contribute to Complete Streets may be funded from several existing sources. There is no designated source of money to pay for funding Complete Streets projects, nor is there any additional funding available in regular transportation funding programs. Implementing Complete Streets concepts or facilities may be accomplished by shifting of resources, leveraging new sources of funding, or both. Most federal transportation funding programs allow program funds to pay for Complete Streets-related facilities. The Michigan Transportation Fund (MTF) also can be used to fund Complete Streets facilities. Other *non-traditional* sources of funding that can be considered include: Capital Improvement Programs, Downtown Development Authority programs and other local tax increment finance authorities, grants from public or private entities, special assessments, the private sector via new development agreements, Community Development Block Grants, foundations, and many more.

10. Who manages Michigan's Complete Streets Program?

No one agency or group “manages” Complete Streets in Michigan. A Complete Street is a concept, not a program, and as such no one agency is responsible. Many local groups, or agencies with statewide reach are involved in Complete Streets in one form or another. If a community has a Complete Streets policy, it is coordinated and implemented locally by an individual or group of individuals within the community. A good place to find local information is the local planning or engineering department, the clerk’s office, the city manager or a similar municipal official. Since the passage of a Complete Streets policy will directly affect road agencies that have jurisdiction over transportation facilities within the community, it is important to engage and continually communicate with road agencies that will be affected.

11. Is Complete Streets only for nonmotorized trail projects?

The law states that Complete Streets are “roadways planned, designed, and constructed to provide appropriate access to all legal users,” and it defines a policy as: “a document that provides guidance for the planning, design and construction of roadways or an interconnected network of transportation facilities.” The definition of Complete Streets does not indicate nor specify what type of facility or project is required to constitute a Complete Street. There are no *standards* for what a Complete Street looks like or should include. When planning, scoping and designing transportation projects, MDOT uses a Context Sensitive Solutions (CSS) process in working with our stakeholders to determine how to address Complete Street needs.

12. Can a community require a road commission or MDOT to build pathways if it has adopted a Complete Streets policy?

State law does not give local communities authority or jurisdiction over the projects planned or undertaken by transportation agencies. The law requires road commissions, MDOT and local units of government to consult with one another regarding projects or plans and to agree on how best to address their respective Complete Streets policies.

As required by the STC's CSS policy (2005), MDOT utilizes a CSS process on all of its projects. As defined in PA 135 Sec. 10p (b), a Complete Street “is sensitive to the local context and recognizes that needs vary according to urban, suburban, and rural settings.” Through the CSS process, MDOT engages dialog among stakeholders to discuss: community land use and transportation planning, community context, and user needs.

The goal of this process is to determine the appropriate response to a community’s needs, which includes addressing all legal users as defined under Complete Streets.

13. How does a local government pass a Complete Streets policy?

Efforts to pursue a local Complete Streets policy should not be done in a vacuum. Individuals or groups interested in having a local government pass a Complete Streets policy should begin their efforts by communicating with and educating appointed and elected officials on the specific aspects they believe are relevant and important to them and their community; and how and why they believe a Complete Streets policy would enhance or strengthen those qualities. During this process, it also will be necessary to work with local planning and engineering departments, the clerk's office, and municipal officials. Because the passage of a Complete Streets policy will directly affect road agencies that have jurisdiction over roads within the community, it is important to engage and continually communicate with road agencies that will be impacted. Efforts also should be made to inform residents, property owners, business officials and non-profit organizations during this process. All communities are unique and, as such, each community should develop a policy that is unique to them rather than pass a "boiler plate" resolution, policy, or ordinance.

14. Who can I call for more information?

There is not one point of contact or source for information concerning Complete Streets. Who you call will depend on the nature of the information being sought. If the information you are seeking relates to a local community, a good place to start would be the local planning or engineering department, the clerk's office, the city manager or similar municipal official.

- [Emergency Manager](#)
- [Detroit Restaurants](#)
- [Detroit Lions](#)
- [Detroit Real Estate](#)

[More](#)
[Log in](#) [Create Account](#)



Too busy to care for your PC? AOL Computer Checkup will do it automatically. Try it FREE!

April 3, 2012

HUFFPOST DETROIT

THE INTERNET NEWSPAPER. NEWS BLOGS VIDEO COMMUNITY

Edition: **U.S.**

- [CA Canada](#)
 - [Québec](#)
- [FR France](#)
- [US United States](#)
- [UK United Kingdom](#)

Like < 2k Follow

[This is the print preview: Back to normal view »](#)

Complete Streets: Designing Roadways For The Benefit Of All

Model D | By [K.G. WASSUS](#)

Posted: 03/27/2012 11:52 am

Like 18 likes. Sign Up to see what your friends like.

[reddit](#) [stumble](#)

[7](#)[5](#)

1

[0](#)[1](#)**Get Detroit Alerts:**

Enter email

[Sign Up](#)

React:

[Amazing](#)[Inspiring](#)[Funny](#)[Scary](#)[Hot](#)[Crazy](#)[Important](#)[Weird](#)

Follow:

[Video](#), [Complete Streets](#), [Detroit Politics](#), [Complete Streets Detroit](#), [Complete Streets Michigan](#), [Detroit Bikes](#), [Detroit Pedestrians](#), [Detroit Real Estate](#), [Detroit Roads](#), [Detroit Transit](#), [Detroit Transportation](#), [Michigan Roads](#), [Detroit News](#)

Cyclists on the Dequindre Cut bike path in Detroit. Flickr photo by healthiermi.

[*This article originally appeared in Model D.*](#)

"Struck by vehicle" should have no place in an obituary, but from 2001-2009, it found its way into 1,468 death notices, and cost Michigan \$6.31 billion. In Michigan, non-motorized pedestrian safety has been a struggle. Our state now ranks 19th nationally on the Pedestrian Danger Index--making Michigan's informal title, "America's High Five," seem like somewhat of a misnomer. But how has Michigan sunk so low?

Unsafe street and road design play a big role in pedestrian deaths, experts say.

Imagine a Michigan road system where the right to walk is afforded the same respect as the right to drive, where riding a bike doesn't mean risking imminent death, and where a handicapped person can use public transit without having to strong-arm a wheelchair up a curb. The Michigan Complete Streets Coalition seeks to make that vision a reality.

"We have 70 local Complete Streets resolutions and ordinances that have been adopted across the state," says John Lindenmayer, Co-Chair of the Michigan Complete Streets Coalition. "That's the largest number of policies adopted in any state, according to the National Complete Streets coalition."

A Complete Streets policy means designing roadways and communities for all users. Bicyclists get their own clearly marked lanes. Pedestrians get crosswalks, often with safety medians that allow a stop in the middle of the street. Public transit users get usable transit stops with curb ramps, benches, and overhangs to protect from inclement Michigan

weather.

Fortunately, there are funds available for communities that want to improve non-motorized transportation. Standard grant applications can be paired with a Complete Streets policy, to give cities and towns access to funding through a number of federal highway programs. However, much to Lindenmayer's dismay, these funds--for transportation enhancements, routes for school, and air quality--are currently being debated in congress, and are at risk of being eliminated.

"We need to at the very least protect the small pots of funding we have," Lindenmayer says.

In Michigan, some budget-wary city planners have been taking first steps toward making streets "complete" by putting streets on "road diets." With a road diet, a town takes a four-lane road, removes a lane, then adds a turn lane. In the remaining lane space, planners have the space needed for bike lanes on both sides of the road.

Studies show that road diets result in reduced crashes, increased property values, improved sight distance, more on-street parking, and better pedestrian facilities.

"Road diets are the low-hanging fruit with the most bang for your buck that you can get done relatively quickly," Lindenmayer adds. "It's just paint on the road."

"People are starting to realize the economic development side to this," says Sarah Panken, the Active Communities Manager at the Michigan Fitness Foundation. "Complete Streets attract business, visitors, and are great for tourism. It's great for attracting and retaining young talent."

The website for Michigan Complete Streets Coalition lists myriad community benefits of having Complete Streets: fewer vehicle crashes, more active communities, higher real-estate value, reduced noise pollution. The problem, though, isn't convincing decision makers of Complete Street benefits; it's getting them to follow through with execution and implementation once they've filed a resolution.

"We're over-celebrating," laments Todd Scott, Coordinator for Detroit Greenways.

"A lot of communities are passing Complete Streets resolutions, but have no concern with doing anything different," he says. "I don't think there's checking going on."

It appears some Complete Streets resolutions, like New Year's resolutions to hit the gym, have been faltering in the face of dissipating enthusiasm.

"A Complete Streets resolution sounds really good when you read it, but I'm not sure how many communities are committed to making that happen--or to sharing a vision of what it really is," Scott continues. "Clawson, after passing their own resolution, ironically removed one of its crosswalks, making some of its roads actually less complete."

Of Michigan's 70 filed policies, 14 are ordinances and 56 are resolutions. An ordinance bears the legal teeth needed for a Complete Streets policy to get planned, designed, and executed in full. A resolution, however, is more of a pledge, or as Lindenmayer puts it, "a proclamation of support of the concept of Complete Streets."

Nevertheless, in order to keep dust from gathering on resolutions, the Michigan Complete Streets Coalition has been sending out kits explaining how to transform resolutions into ordinances. Each kit includes examples of successful non-motorized plans for towns to use in constructing their own ordinances.

"The planning process has to be woven into what you do on an everyday basis," Pankin says.

Implementation isn't the coalition's only snag. Another hurdle Michigan's Complete Streets policies face is education. Misunderstandings regarding costs, context, and how to deploy Complete Streets has stymied its development in some communities.

"A rural road is going to look a lot different than an urban core," Lindenmayer says. "Sidewalks, bike lanes, wide shoulders, countdown timers--you can't cram every one of those into every project."

To help hone budding policies, there are multiple Complete Streets education modules online. On the Coalition's site, you'll find "Complete Streets 101," which documents what a good policy should look like, what improvements cost, and resources for planners.

Lindenmayer also maintains that costs are minimal when starting a Complete Streets policy. Simple starting points, such as road diets, cost little next to expensive retrofits. And Complete Streets, despite the raised eyebrows of road commissioners across the state, can be cost effective when done right. The simple addition of a countdown clock on a street corner can be done for as little as \$2,000 per intersection.

"We've got a lot of work ahead of us. Funding is always a concern," Lindenmayer says. "Whatever project you're trying to do, there are always dollars and cents associated with it."

Financial obstacles notwithstanding, the movement has been gaining momentum in the last couple years.

Recently, the Michigan Environmental Council conducted a study with focus groups in Southfield and Grand Rapids. The results showed that citizens are more interested in seeing sidewalks and bike lanes--not just more roads.

The growing awareness and power of Complete Streets is in part a result of the dialog the movement has created--both online, and in city offices. Michigan residents are now attuned to the concerns of bicyclists and pedestrians looking for safer, healthier communities.

Scrolling through the Michigan Complete Streets Coalition partners page, interested readers will discover a veritable heap of logos from like-minded collaborators. These partnerships--with groups like AARPA, the League of Michigan Bicyclists, SEMCOG, and the American Heart Association--have led to community forums engaging Michigan residents in starting their own Complete Streets movement.

Some Michigan residents have created their own advocacy groups. Groups of citizens from Clinton, Eaton, and Ingham counties formed the Mid-Michigan Active Transportation Coalition (MMATC) in 2008 to promote policies and programs that integrate active transportation choices in Mid-Michigan communities.

These partnerships have helped coalition leaders engage the community in Complete Streets policies. Myra Tetteh, Chairwoman of Detroit's Complete Streets workgroup, stresses getting involved with a city's decision makers.

"You should have city government involvement early on--even if you're just writing a grant," says Tetteh. "You all have to work together; the city planning commission cannot do it by themselves. It has to be a combined effort with city government."

Currently, Detroit has its own Complete Streets ordinance sitting on a desk in city council waiting to get voted on, which would ratify Detroit's dedication to pedestrian and bicyclist safety. The only problem is, in a city like Detroit, that wait happens to be a long one.

Myra dreams that Detroit will become a leader in the nation for Complete Streets in the next 10-20 years. She wants to knock New York off the pedestal. "We want people coming to interview Detroit because it's so unique. I see news cameras, I see people from around the world coming here to our city," she says.

But until then, Detroit's first order of business is getting its ordinance passed through a busy city council.

"I wouldn't say it's stuck in legal, at least not yet," Tetteh says. "It's making its way through the legal process, but as you know, there are other issues in Detroit that take precedence."

Fortunately, legal procedures for Complete Streets are about to get a lot more firepower.

In August 2010, Michigan became the 14th state to adopt Complete Streets legislation. Two public acts--PA 134 and 13--were passed by then Gov. Jennifer Granholm. PA 134 mandates that the Michigan Department of Transportation formulate a Complete Streets policy and work with local residents to provide Complete Streets assistance. PA 135 requires that Complete Streets principles be included in local master plans.

Since then, 18 members from like-minded interest groups have served on an advisory panel for Complete Streets at the state level, aiding the State Transportation Commission in drafting its own internal policy. This August is the deadline for the State Transportation Commission to enact an internal Complete Streets policy for the Michigan Department of Transportation (MDOT).

At the end of the day, are Complete Streets something Michigan residents should be optimistic about?

In short--yes.

However, Lindenmayer underscores the need for persistence.

"Complete Streets in and of itself is a new movement. It's a long-term vision of where we want to take our communities. One of the keys is just having patience; we have to keep beating the drum. The next step for these communities is to back up these resolutions they've written and endorsed, and develop them into plans."

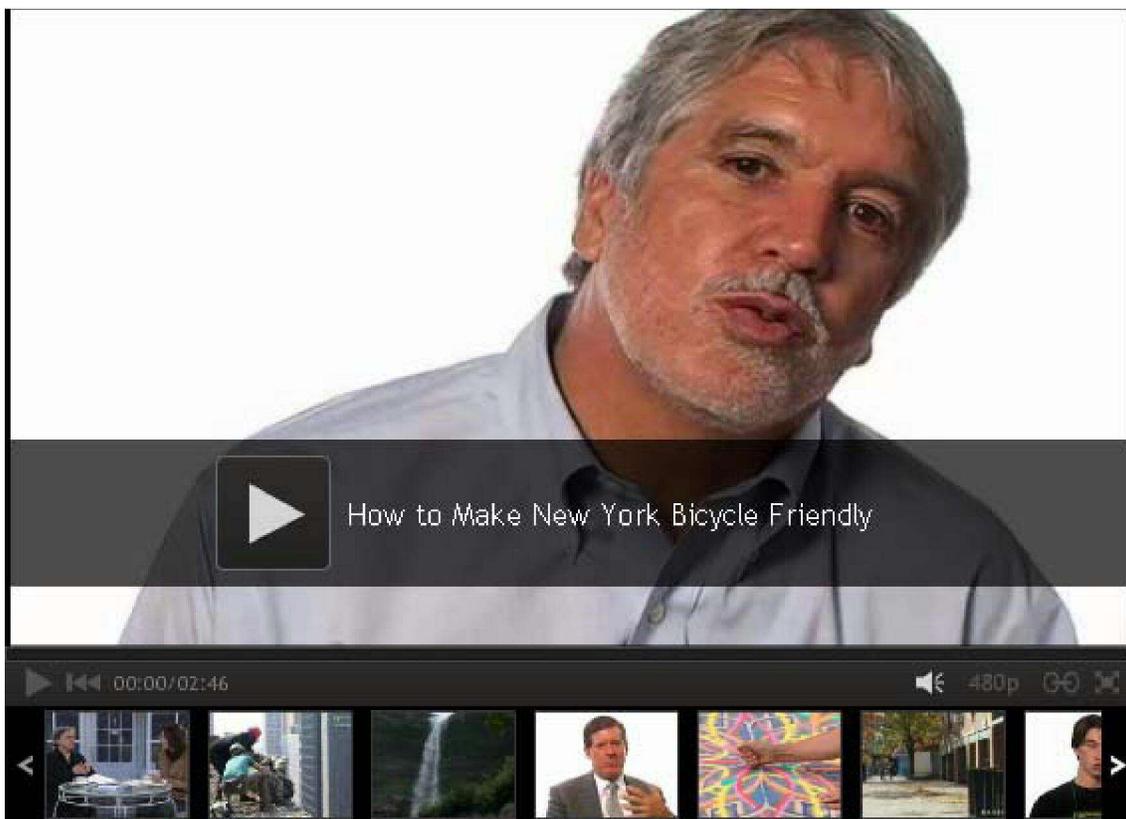
While the Michigan Complete Streets Coalition continues to beat the drum, it's important that community leaders, policy makers, and advocates stay aware of the challenges Complete Streets policies face, and focus on educating their communities of their benefits.

"The gravest of policy errors," Myra Tetteh says, "is when we pass a law, and we don't look at that law for years to come."

K.G. Wassus is a Michigan-based freelance writer. This piece is running in Model D and all our sister publications.

Flickr photo [by healthiermi](#).

ALSO ON HUFFPOST:



7
5
0
1

Like 18

FOLLOW US

-
-
-
-
-
-
-
-

Connect with your friends
Check out stories you might like,
and see what your friends are sharing!



Most Popular on HuffPost

bN2ks98ur%2BIG0th6QquaW5OqwVLxikBRXwQBQVf3jSZCFs2DL%2FFVdsbX%
2F64W6Ux9OIsLZrZdb2JDDz23a0AyAmNoWB8AXGr7 klkUh%2BPxIFe%2FCDjieee0wgoI%2Bxe%2BHtZx6%
2BJryBywTvpM%2F%2BSLYwiTvz2e76YQcww1O9jM%2BloQliJ86l0db7dUkTQAHBlSkSJ42

1 of 2



Enhanced Police Video Shows Gashes On Zimmerman's Head

Like

5k



Newspaper: Screams In 911 Call Could Not Have Been Zimmerman's

Recommend

26k



Mega Millions Fight Over McDonald's Lottery Pool

Like

3k



Small Bomb Explodes Outside Planned Parenthood Clinic In Wisconsin

Recommend

21k



[WATCH: Google's Most Hilarious April Fools' Gags](#)

[Like](#)

352



[Adam Levine & Anne V Call It Quits](#)

[Like](#)

4k



[The BEST April Fools Day Pranks Of The Year](#)

[Like](#)

714



[EXCLUSIVE: Alec Baldwin Engaged](#)

[Recommend](#)

1k



[Rihanna Would 'Love' To Portray Whitney](#)

[Like](#)

132

Don't Miss HuffPost Bloggers

1 of 5



Anne Sinclair

[2012, Bleak Wilderness](#)



Sen. Jeff Merkley

[The Wild, Off the Mark Arguments Against the Volcker Rule](#)

Search The Huffington Post

Submit Query

- [FRONT PAGE](#)
- [POLITICS](#)
- [BUSINESS](#)
- [ENTERTAINMENT](#)
- [TECH](#)
- [MEDIA](#)
- [LIFE & STYLE](#)
- [CULTURE](#)

- [COMEDY](#)
- [HEALTHY LIVING](#)
- [WOMEN](#)
- [LOCAL](#)
- [MORE](#)

[DETROIT](#)

- [Advertise](#) |
- [Log In](#) |
- [Make HuffPost your Home Page](#) |
- [RSS](#) |
- [Careers](#) |
- [FAQ](#)

- [User Agreement](#) |
- [Privacy](#) |
- [Comment Policy](#) |
- [About Us](#) |
- [About Our Ads](#) |
- [Contact Us](#)

- Copyright © 2012 TheHuffingtonPost.com, Inc. |
- "The Huffington Post" is a registered trademark of TheHuffingtonPost.com, Inc. All rights reserved.

- Part of **HuffPost Local**



Complete Streets are designed and operated so they work for all users—pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Communities that adopt complete streets policies are asking transportation planners and engineers to consistently design and alter the right-of-way with all users in mind. Contact the National Complete Streets Coalition (www.completestreets.org) to learn about the diverse groups working together to enact complete streets policies across the country!

Complete Streets Spark Economic Revitalization

More than a decade ago, streets in downtown West Palm Beach were designed so drivers could quickly pass through without stopping. The properties downtown were 80% vacant, the city was \$10 million in debt, and street crime was common. In an effort to revitalize a barren downtown, the mayor looked first to transportation investments, such as pedestrian crossings, traffic calming measures, and streetscaping. Today, West Palm Beach boasts a booming, safe downtown with an 80 percent commercial occupancy rate. Commercial and residential property values along the improved corridors have soared.¹



Complete streets transformed West Palm Beach's downtown into a friendly destination during the day, and in the evening.

Photos courtesy of Downtown Development Authority,
West Palm Beach

Incomplete streets restrict economic development

In today's landscape, retail and commercial development is often accessible only by automobile along roads that have become jammed even on weekends. Potential shoppers are left with no choice but to fill up the tank and drive. For many, that can mean staying home. This is particularly true for seniors; research shows that that "half of all non-drivers age 65 and over – 3.6 million Americans – stay home on a given day because they lack transportation."² The economy cannot reach its maximum potential when buyers are unable to reach retail destinations.

Lack of transportation options also affects the workforce. In a 2006 Airport Corridor Transportation Association report on employment centers outside Pittsburgh, 30% of employers responded that transportation was the number one barrier to hiring and retaining qualified workers.³ Although bus routes serve a portion of the center, more than 50% of employees responded that there was no bus stop convenient to home or work. Other employees noted that they didn't use public transportation because bus stops in the area had no sidewalks to safely reach their destination. The lack of a network of complete streets in and around this activity center makes it difficult to attract and retain employees.

Incomplete streets hinder economic growth and can result in lost business, lower productivity, and higher employee turnover.

(over)

The Benefits of Complete Streets 7



Complete Streets Steering Committee Organizations

AARP
Alliance for Biking and Walking
America Bikes
America Walks
American Council of the Blind
American Planning Association
American Public Transportation Association
American Society of Landscape Architects
Association of Pedestrian and Bicycle Professionals
City of Boulder
HNTB
Institute of Transportation Engineers
League of American Bicyclists
McCann Consulting
National Association of Area Agencies on Aging
National Center for Bicycling and Walking
Safe Routes to School National Partnership
Smart Growth America
SvR Design Company

National Complete Streets Coalition

1707 L St NW, Suite 1050
Washington, DC 20036
(202) 207-3355
info@completestreets.org



Complete Streets Spark Economic Revitalization

Complete Streets create viable, liveable communities

Creating infrastructure for non-motorized transportation and lowering automobile speeds by changing road conditions can improve economic conditions for both business owners and residents. When Valencia Street in San Francisco's Mission District slimmed its traffic lanes to slow down cars and accommodate other users, merchants reported the street changes enhanced the area. Nearly 40 percent of merchants reported increased sales, and 60 percent reported more area residents shopping locally due to reduced travel time and convenience. Overall, two-thirds of respondents described the increased levels of pedestrian and bicycling activity and other street changes improved business and sales.⁴ A network of complete streets is more safe and appealing to residents and visitors, which is also good for retail and commercial development.



Right: Dan Burden

Complete streets in North Carolina attract more tourists: in 2004, NC DOT invested \$6.7 million in bicycling infrastructure which brings in \$60 million annually from visitors.

Street design that is inclusive of all modes of transportation, where appropriate, not only improves conditions for existing businesses, but also is a proven method for revitalizing an area and attracting new development. Washington, DC's Barracks Row was experiencing a steady decline of commercial activity due to uninviting sidewalks, lack of streetlights, and speeding traffic. After many design improvements, which included new patterned sidewalks, more efficient public parking, and new traffic signals, Barrack's Row attracted 44 new businesses and 200 new jobs.⁵ Economic activity on this three-quarter mile strip (measured by sales, employees, and number of pedestrians) has more than tripled since the inception of the project.

Complete streets also boost the economy by increasing property values, including residential properties, as generally homeowners are willing to pay more to live in walkable communities. In Chicago, homes within a half-mile of a suburban rail station on average sell for \$36,000 more than houses located further away.⁶ Similarly in Dallas, the new public transportation rail line helped spur retail sales in downtown Dallas, which experienced sales growth of 33 percent, while the sales in the rest of the city grew 3 percent.⁷

¹ Street Redesign for Revitalization, West Palm Beach, FL, Case Study No. 16. http://www.walkinginfo.org/pedsafe/casestudy.cfm?CS_NUM=16.
² Surface Transportation Policy Partnership, *Aging Americans: Stranded Without Options*, 2004. http://www.transact.org/library/reports_html/seniors/laging.pdf
³ Airport Corridor Transportation Association (ACTA), *Study of Improved Shared Ride Transportation Services to the Robinson/North Fayette Employment Center*, October 26, 2006. <http://www.acta-pgh.org>.
⁴ Drennen, Emily, *Economic Effects of Traffic Calming on Urban Small Businesses*, 2003. http://www.emilydrennen.org/TrafficCalming_full.pdf.
⁵ Barrack's Row Annual Report, 2006. <http://www.barracksrow.org/public/AnnualReports/BAR-001-AnnualRprt4.pdf>.
⁶ American Public Transportation Association, *Public Transportation Means Business*. http://www.apta.com/government_affairs/tea21/documents/brochure_transit_means_business.pdf.
⁷ APTA, *Public Transportation Means Business*.



Complete Streets are designed and operated so they work for all users— pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Communities that adopt complete streets policies are asking transportation planners and engineers to consistently design and alter the right-of-way with all users in mind. Contact the National Complete Streets Coalition (www.completestreets.org) to learn about the diverse groups working together to enact complete streets policies across the country!

Complete Streets Help Keep Kids Safe!

Outside Philadelphia, two students who attend Uwchlan Hills Elementary School ride the bus only 90 yards to cross a busy street. In Auburn, Maine, students living just down the street from their brand new elementary school are also taking the bus. These schools are missing the necessary sidewalks and crosswalks that allow kids to walk to school safely – their streets are incomplete.



Right: photo courtesy of Michael Ronkin
Left: photo courtesy of League of Illinois Bicyclists

These children clearly do not have a safe route to school. The incomplete streets pictured make their trip unappealing and unsafe.

Incomplete streets a barrier for children

When streets are designed only for cars, they become barriers for children, who cannot safely walk or bicycle along or across them. Unfortunately these safety fears are well founded – pedestrian injury is a leading cause of unintentional, injury-related death among children, age 5 to 14.¹

As a result, many children end up in the back seat of the car, missing out on opportunities for independence and physical activity. One recent survey found that, while 71% of adults walked or rode their bicycles to school as a child, a mere 17% of their own children currently do so.² While ‘stranger danger’ is often cited as a primary factor, a CDC survey found that traffic-related danger is a more common reason children did not walk to school.³ Limited physical activity is a factor in the obesity epidemic among children. The number of overweight or obese American children nearly tripled between 1980 and 2004.⁴

The lack of complete streets is perhaps best illustrated by hazard busing for schoolchildren. In Illinois, 15% of students who ride the bus to school do so because it is considered too dangerous to walk from home, less than 1.5 miles away.

(over)

The Benefits of Complete Streets I



Complete Streets Steering Committee Organizations

AARP
Alliance for Biking and Walking
America Bikes
America Walks
American Council of the Blind
American Planning Association
American Public Transportation Association
American Society of Landscape Architects
Association of Pedestrian and Bicycle Professionals
City of Boulder
HNTB
Institute of Transportation Engineers
League of American Bicyclists
McCann Consulting
National Association of Area Agencies on Aging
National Center for Bicycling and Walking
Safe Routes to School National Partnership
Smart Growth America
SvR Design Company

National Complete Streets Coalition

1707 L St NW, Suite 1050
Washington, DC 20036
(202) 207-3355
info@completestreets.org



Complete Streets Help Keep Kids Safe!



Right photo courtesy of Dan Burden
Left www.pedbikeimages.org/Portland Bureau of Transportation

Complete streets provide children with a safe and pleasant environment to walk or bike.

Complete Streets give children safety, mobility

Complete streets provide children with opportunities to walk, bike and play in a safe environment. More children are likely to walk or bike to school when sidewalks or footpaths are present, when there are safe street crossings, and when school zones enforce a reduced vehicle speed.⁵ Streets that provide dedicated space for bicycling and walking help kids get physical activity and gain independence.

Safe Routes to School (SRTS) programs, which have become tremendously popular across the country, will benefit from complete streets policies that help turn all routes into safe routes. The California program, initiated through legislation in 2000, was an immediate success, with more kids walking to school, reduced traffic speeds near schools, and more drivers yielding to pedestrians.⁶ While federal funding is now available in all fifty states for Safe Routes to School programs, it only serves a limited number of communities each year. Complete streets policies can augment these programs to help all communities create safe routes as a routine part of roadway improvement, design and construction.

A community with a complete streets policy considers the needs of children every time a transportation investment decision is made. Roads near schools and in residential neighborhoods are designed and altered to allow children, the most vulnerable users of our streets, to travel safely.

¹ Surface Transportation Policy Project (2004) Mean Streets

² Appleyard, B. (2005) Livable Streets for Schoolchildren. NCBW Forum.

³ S. Martin, S. Carlson, Barriers to Children Walking to or From School—United States, 2004M MMWR. 2005; 54:949-952.

⁴ U.S. Centers for Disease Control & Prevention. (2004) Physical Activity and the Health of Young People.

⁵ Ewing, R, Will Schroeder, William Greene. School location and student travel: Analysis of factors affecting mode choice. Transportation Research Record: Journal of the Transportation Research Board, No. 1895, TRB, National Research Council, Washington, D.C., 2004, pp. 55-63.

⁶ Appleyard, B. (2005)



Complete Streets are designed and operated so they work for all users— pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Communities that adopt complete streets policies are asking transportation planners and engineers to consistently design and alter the right-of-way with all users in mind. Contact the National Complete Streets Coalition (www.completestreets.org) to learn about the diverse groups working together to enact complete streets policies across the country!

Complete Streets Promote Good Health!

In Moses Lake, Washington, the community has adopted a Healthy Communities Action Plan, in direct response to a 127% increase in the adult obesity rate there. New zoning rules require wider sidewalks and other features that improve accessibility for pedestrians and cyclists.¹



Right: www.pedbikeimages.org/David-Crites
Left: Don Burden

When streets provide adequate access to bicyclists and joggers, people are more likely to be physically active.

Incomplete streets restrict physical activity

When streets are designed only for cars, they deny people the opportunity to choose more active ways to get around, such as walking and biking. Even where sidewalks exist, large intersections and speeding traffic may make walking unpleasant or even unsafe - discouraging any non-motorized travel.

Obesity in America has reached epidemic proportions in recent years. The latest data show that 32% of adults are obese,² the number of overweight or obese American children nearly tripled between 1980 and 2004.³ Health experts agree that a big factor is inactivity – 55 percent of the U.S. adult population falls short of recommended activity guidelines, and approximately 25 percent report being completely inactive.⁴ Inactivity is a factor in many other diseases, including diabetes, heart disease, and stroke. Incomplete streets mean many people lack opportunities to be active as part of daily life.

Post World War II growth patterns and street designs tend to favor the automobile over walking and bicycling. The health impacts are clear - one study found that, on a daily basis, each additional hour spent driving is associated with a 6% increase in the likelihood of obesity, while each additional kilometer walked is associated with a 5% reduction in this likelihood.⁵

(over)

The Benefits of Complete Streets 4



Complete Streets Steering Committee Organizations

AARP
Alliance for Biking and Walking
America Bikes
America Walks
American Council of the Blind
American Planning Association
American Public Transportation Association
American Society of Landscape Architects
Association of Pedestrian and Bicycle Professionals
City of Boulder
HNTB
Institute of Transportation Engineers
League of American Bicyclists
McCann Consulting
National Association of Area Agencies on Aging
National Center for Bicycling and Walking
Safe Routes to School National Partnership
Smart Growth America
SvR Design Company

National Complete Streets Coalition

1707 L St NW, Suite 1050
Washington, DC 20036
(202) 207-3355
info@completestreets.org

Complete Streets Promote Good Health!



Right: Don Burden
Left: Don Burden

Providing a safe environment for children to go outside and play is essential to combat the epidemic of childhood obesity.

Complete streets make active living easy

Complete streets provide opportunities for increased physical activity by incorporating features that promote regular walking, cycling and transit use into just about every street. A report prepared by the National Conference of State Legislators found that the most effective policy avenue for encouraging bicycling and walking is incorporating sidewalks and bike lanes into community design – essentially, creating complete streets.⁶ The continuous network of safe sidewalks and bikeways provided by a complete streets policy is important for encouraging active travel.

Public health researchers recommend building more sidewalks, improving transit service, and shifting highway funds to create bike lanes to encourage more physical activity.⁷ One study found that 43% of people with safe places to walk within 10 minutes of home met recommended activity levels; among those without safe places to walk just 27% met the recommendation.⁸ Residents are 65% more likely to walk in a neighborhood with sidewalks.⁹

Walkability has a direct and specific relation to the health of residents. A comprehensive study of walkability has found that people in walkable neighborhoods did about 35-45 more minutes of moderate intensity physical activity per week and were substantially less likely to be overweight or obese than similar people living in low-walkable neighborhoods.¹⁰

Easy access to transit can also contribute to healthy physical activity. Nearly one third of transit users meet the Surgeon General's recommendations for minimum daily exercise through their daily travels.

A community with a complete streets policy ensures streets are designed and operated to make it easy for people to get physical activity as part of their daily routine, helping them stay trim, avoid heart disease, and receive the many other benefits of physical activity.¹¹ DuPage County, Illinois adopted its complete streets policy as a health measure, calling it their "Healthy Streets Initiative" and the Tacoma-Pierce County Board of Health (WA) adopted a resolution urging all Pierce County municipalities adopt and implement Complete Streets policies to promote healthy living.

Footnotes on following page or online at www.completestreets.org/factsheets

www.completestreets.org



Complete Streets Promote Good Health!



- ¹ U.S. Center for Disease Control and Prevention, 2006.
- ² U.S. CDC. (2006) *Physical Activity and Good Nutrition: Essential Elements to Prevent Chronic Disease and Obesity*.
- ³ U.S. CDC. (2004) *Physical Activity and the Health of Young People*.
- ⁴ U.S. Dept. of Health and Human Services (2000) *Healthy people 2010*. 2nd edition. Washington, DC: U.S. Government Printing Office.
- ⁵ Frank, L.D. et al (2004) *Obesity Relationships with Community Design, Physical Activity, and Time Spent in Cars*. *American Journal of Preventative Medicine* 27:2.
- ⁶ Teach Robbins, L., Morandi, L. *Promoting Walking and Biking: the Legislative Role*. NCSL, December 2002.
- ⁷ Brennan-Ramirez, L. et al. "Indicators of Activity-Friendly Communities: An Evidence-Based Consensus Process" 2006. *American Journal of Preventive Medicine*, Volume 31, Issue 6
- ⁸ Powell, K.E., Martin, L., & Chowdhury, P.P. (2003). *Places to walk: convenience and regular physical activity*. *American Journal of Public Health*, 93, 1519-1521.
- ⁹ Giles-Corti, B., & Donovan, R.J. (2002). *The relative influence of individual, social, and physical environment determinants of physical activity*. *Social Science & Medicine*, 54 1793-1812.
- ¹⁰ Sallis, James F, et al. *Neighborhood built environment and income: Examining multiple health outcomes*. *Social Science and Medicine* 68(2009): 1285-1293.
- ¹¹ Besser, L. M. and A. L. Dannenberg (2005). *Walking to public transit steps to help meet physical activity recommendations*. *American Journal Of Preventive Medicine* 29(4): 273-280.



Complete Streets are designed and operated so they work for all users—pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Communities that adopt complete streets policies are asking transportation planners and engineers to consistently design and alter the right-of-way with all users in mind. Contact the National Complete Streets Coalition (www.completestreets.org) to learn about the diverse groups working together to enact complete streets policies across the country!

Complete Streets

Improve Mobility for Older Americans

An 82-year-old woman was fined more than \$100 for crossing against a don't-walk signal. Mayvis Coyne began carrying her groceries across a Los Angeles road while the WALK signal was still on, but could not cross the wide road before the light changed. One elderly neighbor resorts to calling a cab simply to cross the poorly designed street.¹



While the street pictured on the left does have crosswalks and signals the distance is intimidating to an older person and makes it hard for the senior to even see the walk signal. The street on the right provides a refuge median to make it much more inviting to slower pedestrians.



Right: www.pedbikeimages.org/Dan Burden
Left: www.pedbikeimages.org/Dan Burden

Incomplete streets a problem for older Americans

Central to the creation of livable communities is the ability for everyone, regardless of age or ability, to travel safely. Yet, many of our nation's roads do little to meet the needs of the growing population of older Americans. The U.S. Census Bureau projects that by 2025, nearly one in five Americans will be over the age of 65, totaling 62 million Americans. Many older adults will continue to drive for most of their trips, but some will face physical and cognitive challenges that must be addressed to enable their continued mobility and independence.

A transportation system that prioritizes fast automobile travel has created roads that are difficult to navigate or unsafe to travel by foot, bike, or public transportation. Crossings are long, intersections are expansive, sidewalks are absent, and transit stops offer no place to sit. These roads are especially trying for older adults, even when behind the wheel. Almost 40% of Americans over the age of 50 say their neighborhoods lack adequate sidewalks, 55% report inadequate bike lanes or paths, and 48% have no comfortable place to wait for the bus.² These incomplete streets have deadly results: In 2008, older pedestrians were overrepresented in fatalities; while comprising 13% of the population, they accounted for 18% of the fatalities.³

These incomplete streets limit safe mobility and can breed isolation. As people age, some will stop or limit their driving. More than 50% of older Americans who do not drive stay home on a given day because they lack transportation options. Older Americans make just 6% of their trips on foot or bike – far less than in some European countries, where adults over the age of 65 use these active modes for about half of all trips.⁴ Non-driving seniors make 65% fewer trips to visit family, friends or go to church; many report they do not like to ask for rides.⁵

The Benefits of Complete Streets 3



Complete Streets Steering Committee Organizations

AARP
Alliance for Biking and Walking
America Bikes
America Walks
American Council of the Blind
American Planning Association
American Public Transportation Association
American Society of Landscape Architects
Association of Pedestrian and Bicycle Professionals
City of Boulder
HNTB
Institute of Transportation Engineers
League of American Bicyclists
McCann Consulting
National Association of Area Agencies on Aging
National Center for Bicycling and Walking
Safe Routes to School National Partnership
Smart Growth America
SvR Design Company

National Complete Streets Coalition

1707 L St NW, Suite 1050
Washington, DC 20036
(202) 207-3355
info@completestreets.org

Complete Streets Improve Mobility for Older Americans



Complete streets make it much easier for seniors to stay active, particularly when they require assistance in the form of a cane, walker, or wheelchair.



Right: www.pedalkemoges.org/Dan Burden
Left: www.pedalkemoges.org/Dan Burden

Complete streets help create livable communities

Complete streets policies offer the opportunity to improve travel options of people of all ages. Planning, designing, and building roads with all users in mind will provide older adults a variety of options for getting around, whether walking, taking public transportation, or sharing rides with family and friends.

A majority of people aged 50 or older support complete street policies.⁶ More than half (54%) of older adults who reported an inhospitable walking, bicycling, and transit environment outside their homes would walk, bicycle, and take transit more if those problems were fixed.⁷ Eight of ten of older Americans surveyed consider that “for many seniors, public transportation is a better alternative to driving alone, particularly at night.”⁸ Complete streets also create safe space for older adults to walk or bike as exercise, helping them achieve a healthier lifestyle.

A community with a complete streets policy considers the needs of older residents every time a transportation investment decision is made. Following a complete streets process will balance the sometimes-competing needs of older drivers and older pedestrians by slowing vehicles down where necessary, creating an easily navigated multimodal network of streets, and improving visibility. Proven methods to create complete streets for aging pedestrians include retiming signals to account for slower walking speed, constructing median refuges or sidewalk bulb-outs to shorten crossing distances, and installing curb ramps, sidewalk seating, and bus shelters with seating. Improved lighting, signage, and pavement markings are among the measures that benefit drivers of any age, particularly older drivers.

¹ “Senior Cross Over Walking Ticket.” Daily News of Los Angeles. April 10, 2006.

² Lynott, Jana, et al. (2009). *Planning Complete Streets for an Aging America*. AARP Public Policy Institute.

³ National Highway Traffic Safety Administration’s National Center for Statistics and Analysis. *Traffic Safety Facts: 2008 Overview*.

⁴ Pucher, John and Lewis Dijkstra. (2003). “Promoting Safe Walking and Cycling to Improve Public Health: Lessons from the Netherlands and Germany.” *American Journal of Public Health*, September 2003, Vol. 93, No. 9.

⁵ Surface Transportation Policy Project. (2004). *Aging Americans: Stranded Without Options*.

⁶ Lynott, Jana. (2009).

⁷ Lynott, Jana. (2009).

⁸ American Public Transportation Association. (2005). *The Attitudes of Older Americans Toward Mobility and Transportation*.

www.completestreets.org



Complete Streets

Improve Mobility for Americans with Disabilities



Complete Streets are designed and operated so they work for all users— pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Communities that adopt complete streets policies are asking transportation planners and engineers to consistently design and alter the right-of-way with all users in mind. Contact the National Complete Streets Coalition (www.completestreets.org) to learn about the diverse groups working together to enact complete streets policies across the country!

Walking home one evening, Bernard Vinther followed his guide dog into a signalized intersection. A car hit him and his dog, injuring him and killing his dog. The intersection is lit by a streetlight but has no painted crosswalks and no safe crossing cues for blind pedestrians.¹



The bus stop pictured at left would strand a wheelchair user and force anyone to tramp through the grass or walk in the street. The intersection pictured at right has no pedestrian facilities at all – even though the crossing is a legal one.

Incomplete streets impede livability

Streets in our communities must allow safe and comfortable travel for everyone, including people with disabilities. Yet, they often are difficult to navigate for people who use wheelchairs, have diminished vision, can't hear well, or for people who move more slowly. Nearly one in five Americans face at least one of these challenges.²

Incomplete streets do not provide for pedestrians of all abilities and are thus a constant source of frustration and danger for people with disabilities. Along incomplete streets, unpaved surfaces and disconnected, narrow, or deteriorated sidewalks discourage wheelchair travel – and the lack of a curb ramp can force a pedestrian into the street. Wide intersections designed to quickly move motorized traffic may not provide enough time for someone with a disability to cross safely. Pedestrian signals that use only visual cues can lead to dangerous situations for those with low vision. A recent study found that blind pedestrians waited three times longer to cross the street, and made many more dangerous crossings than sighted pedestrians.³

Planting a bus stop sign in a patch of grass may not trigger other site improvements, but without sidewalks and necessary curb cuts, these stops are inaccessible and an uncomfortable place to wait for everyone. In Houston, sidewalks are absent between home and the nearest bus stop for three out of five residents with disabilities and older adults; nearly three-quarters said streets near their homes also lack curb ramps and bus shelters. As a result, fewer than 10% of them use public transportation, even though 50% live within two blocks of a bus stop.⁴ Many people with disabilities may prefer to use fixed route transit, but a street network that does not account for their needs forces them to use more costly paratransit service.

(over)

The Benefits of Complete Streets 2



Complete Streets Steering Committee Organizations

AARP
Alliance for Biking and Walking
America Bikes
America Walks
American Council of the Blind
American Planning Association
American Public Transportation Association
American Society of Landscape Architects
Association of Pedestrian and Bicycle Professionals
City of Boulder
HNTB
Institute of Transportation Engineers
League of American Bicyclists
McCann Consulting
National Association of Area Agencies on Aging
National Center for Bicycling and Walking
Safe Routes to School National Partnership
Smart Growth America
SvR Design Company

National Complete Streets Coalition

1707 L St NW, Suite 1050
Washington, DC 20036
(202) 207-3355
info@completestreets.org

Complete Streets Improve Mobility for Americans with Disabilities



Right: www.pedwalkimages.com/Dan Burden
Left: John LaFrance

The station pictured at left allows a rider using a wheelchair to wait for the bus in a safe, convenient environment. The crosswalk pictured at right provides visual and sensory clues, such as raised bumps, to guide people safely across the street.

Complete streets remove barriers

Streets that are truly “complete” provide all of us with a choice of mobility options. They allow everyone to travel to and from work, school, and other destinations with the same level of safety and convenience, whether or not they have mobility, vision, or cognitive disabilities. Complete streets also help people who are coping with temporary disabilities as well as those pushing strollers, pulling wheeled luggage, or managing large packages.

Complete streets policies provide flexibility to transportation professionals and give them room to be creative in developing solutions that promote accessible travel. Operating under a policy can prompt a deeper analysis and encourage them to work with community members with disabilities. In roadway design, complete streets means attention to details at intersections, such as installing curb ramps, audible or tactile signals for blind pedestrians, and/or providing longer crossing times; along pedestrian routes by providing smooth sidewalks free of obstacles, with usable benches; and at transit stops with ample space to approach, wait, and board safely.

Complete streets policies remove barriers to independent travel by considering the needs of all users at the outset of every transportation project. Providing transportation choices for everyone, including those with disabilities, improves livability by connecting citizens to their community and by reducing dependence on more costly alternatives, such as paratransit or private transportation service.

For detailed guidance, please see the Revised Draft Guidelines for Accessible Public Rights-of-Way from the U.S. Access board: <http://www.access-board.gov/prowac/draft.htm>

¹ Trumbo, John and Paula Horton. “Car accident claims Keenewick man’s loyal guide dog.” Tacoma News Tribune, Mar. 19, 2010.

² Brault, Matthew. (2008). Americans with Disabilities: 2005. U.S. Census Bureau. December 2008.

³ Ashmead, D.H., et al. (2005). Street Crossing by Sighted and Blind Pedestrians at a Modern Roundabout. Journal of Transportation Engineering, 131 (11): 812-821, November 2005.

⁴ Gilderbloom JI, Markham JP. Housing quality among the elderly: A decade of changes. Int J Aging Hum Dev 1998; 46(1).



DELHI CHARTER TOWNSHIP

M E M O R A N D U M

TO: Delhi Township Board Members

FROM: John B. Elsinga, Township Manager

DATE: May 29, 2012

RE: Purchase of Computer System for the Department of Public Services Camera Truck

Enclosed for your review and approval is a request to purchase a custom built computer system to operate our sanitary sewer camera system at a cost of \$11,936.

This computer will have the capability to collect new data and reintegrate existing data into one complete GIS file system. Our current system is outdated and has the limited ability to only collect and store data without any integration of old or other files.

Cues is the company that provides the camera system and is the sole source for an updated computer system that will perform at the level we need with our GIS system. Therefore, I recommend we purchase this computer system package at a cost of \$11,936.

RECOMMENDED MOTION:

To approve the purchase of a computer system for the Department of Public Services Camera Truck from CUES, Inc. in the amount of \$11,936.

INTEROFFICE MEMORANDUM

TO: JOHN ELSINGA, TOWNSHIP MANAGER
FROM: SANDRA DIORKA, DPS SUPERINTENDENT
SUBJECT: GRANITE XP UPGRADE – CUES CAMERA TRUCK
DATE: MAY 15, 2012
COPY TO: FILE

The Granite XP software installed in the Cues camera truck will not allow the GIS map to be updated with current sanitary system data due to the incomplete integration of the GIS data and the sewer inspection data. The existing computer equipment does not have the ability to store all of the existing sewer inspection data and is considerably slow for the needs of the staff that operate the camera truck.

To rectify this situation, CUES recommends re-implementing the integration of the Township's GIS data with sewer inspection data. CUES also recommends the purchase of a rack mounted computer with 2 TB of drive space to operate the CUES camera system currently used. The scoring module will allow the Township to conduct strategic analysis for planning, maintaining service levels, and predict sewer system failure.

Proposed cost breakdown is as follows:

Description	Price
2 Days Field Training	\$ 1,306.00
2 Days ESRI Reimplementation Training	\$ 3,280.00
1 CUES Universal Scoring Module	\$ 2,950.00
1 Rack Mount Computer w/2 TB HD	\$ 4,400.00
Total Cost	\$11,936.00

This is a single source supplier for Cues Granite XP software. Bidding this out is not an option at this time; switching to non-proprietary software would cost considerably more and entail a great deal of time and effort.

Further, we looked into sourcing the computer separately but we would then be required to ship the computer to Cues to be customized for use in a moving vehicle. The computer from Cues is already customized for this purpose and Jim Felton, Delhi's IT Director, recommended purchasing the Cues computer.

I respectfully request that you recommend to the Board a motion to approve an expenditure of \$11,936.00 for CUES Granite XP implementation and training for the township camera truck. Funds are available in the Education & Training budget account number 590-568.00-960.000 and the Computer Expenses budget account number 590-558.00-740.010.



Friday, April 6, 2012

Terry Powers and Darryl Albert
Delhi Township MI
2074 Aurelius Road
Holt, MI 48842
Phone 517-268-3028

Dear Terry and Darryl,

**RE: Granite XP Re-Implementation for ESRI data integration to a File Geodatabase
Sent Via email Quote#sd20120224**

In pursuance to your request, MTEch and CUES are pleased to provide pricing on the following Granite XP Implementation and Training for a total of two (2) days as described in the attached document below. We estimate the work to be done to take no more than one (1) day but at a maximum not to exceed two (2) days. Billing would be adjusted for actual time spent in the engagement.

Implementation to be conducted for the Delhi Township, Michigan:

- 2 Days Field Training	\$1,306.00 (\$653 x 2 days)
- 2 Days ESRI Reimplementation Training	\$3,280.00 (\$1,640 x 2 days)
- 1 CUES Universal Scoring Module	\$2,950.00
- 1 Rack Mount Computer with 2 TB HD W/O Software (see specs on pg. 2)	\$4,400.00

Grand Total= \$11,936.00

Terms: Net 30

FOB: Destination

Services Provided: As Required

If you have any questions, feel free to contact me anytime on my cell at 216-702-4676. We appreciate your business and look forward to working with you in the future.

Sincerely,

Justin Cira
MTEch Company
7401 First Place
Cleveland, OH 44146

CC: Cues Software Development, GXP Support
Sanjiv Devani, Joe Purtell, Tony Netto, Saul Iglesias, Frank Iannotti

Objectives:

The objective of this implementation is to re-integrate data from the clients Sanitary (and/or Storm) file geodatabase GIS system to Granite XP. A different (either shape files, or a personal) geodatabase was used for the original implementation. Client is responsible for modifying and populating their GIS data in the file geodatabase format. Cues will assist in re-implementation of the GIS data and the adjustment of the SOP and AID documentation as necessary.

The agreement will include re-setting of the Advanced Implementation Document (AID) and Standard Operating Procedure (SOP) in accordance with the City's desired operational and technical requirements for the integration of the Granite XP and ESRI platforms and accounting for the data migration to a file geodatabase.

In advance of MTech Company and CUES, Inc. providing these services, the City will provide copies of the current production Granite XP and the ESRI ArcGIS databases to MTech Company and CUES, Inc. This is for troubleshooting to assure that the data is in synch between the systems and cleaned, if needed, then upgraded to the new integration format and then given back to the City as fully integrated test environment.

The following items will be covered during the two (2) day implementation and training sessions:

- Explain and complete the Implementation Document, which has all the configuration settings for the city.
- Explain the Standard Operating Procedure document.
- Re-integrate data from the GIS system via the ESRI interface to Granite XP to account for the client migration to a file geodatabase.

Restrictions:

- All Granite XP data must be exported from the truck and synced to the office before the conversion can occur.
- No new inspections can be created until the re-implementation is completed and new Granite XP and GIS databases are placed on the truck
- GIS data has to be converted to the ESRI ArcGIS file geodatabase format by the client prior to this service engagement.
- The GIS attribute data should conform to the NASSCO PACP standards.
- The service engagement is structured for a remote service utilizing online tools.
- Any additional software modules or utilities needed for this implementation are not covered by this service agreement. It is assumed that the city already possesses Granite XP and all necessary modules (i.e.ESRI) and ESRI licenses.

Specs for Rack Mount Computer:

- 1 Motherboard with 1155 Socket and Intel P67 Chipset
- 1 Intel Core i7-2600K Sandy Bridge 3.4GHz Processor
- 1 Eight (8) GB of DDR3 (Double Data Rate) 1600 RAM
- 1 USB Video Capture Device for MPEG 1 / 2 / 4 / WMV
- 1 Video Graphics Card, Supporting up to 512MB, 16x PCI-Express
- 2 LAN, On Board Network Connections, Realtek 8112L 10 / 100 / 1000 Mbps
- 8 USB 2.0 Ports (6 on Rear, 2 on Front)
- 2 USB 3.0 Ports (2 on Rear)
- 3 RS232 Serial Ports
- 1 Bluetooth v2.1 + EDR
- 1 On Board Sound
- 1 DVD +/- RW DVD Burner 20x / CD - RW 40x Internal
- 1 Two (2) TB (7,200 RPM) SATA Hard Drive (GX 155)**
- 1 64 GB Solid State Drive, SATA2
- 1 650 Watt ATX Power Supply
- 1 Industrial Hardened Case with:
 - 1 Air Filtering, Vibration Dampening Hard Drive Mounts
 - 1 Peripheral Cards Support Bar
 - 1 19" (482.6mm) Rack
- 1 Windows 7 Professional 64 Operating System
- 1 System Recovery Disk



DELHI CHARTER TOWNSHIP

2074 AURELIUS ROAD
PHONE: (517) 694-2136

HOLT, MICHIGAN
48842-6320

May 23, 2012

Michigan Department of Environmental Quality
Resource Management Division
Constitution Hall
525 Allegan Street
P.O. Box 304473
Lansing, Michigan 48909-7973

Attention: Ms. Sonya Butler, Chief – Revolving Loan Section

Re: Delhi Township Sludge Dryer
SRF Project No. 5404-1

Dear Ms. Butler:

As you are aware, Delhi Charter Township received SRF funding, including 50% principal forgiveness, for the construction of a sludge dewatering and drying system at their POTW. The Township also received an S2 grant for 90% of the design of this project. The project was ranked within the fundable range and originally scheduled for a fourth quarter 2011 loan closing. However, a petition circulated by Township residents garnered enough signatures to send the bond issue to a vote. Therefore, the project was reprioritized on the Project Priority List for 2012 and scheduled for a fourth quarter 2012 loan closing, subject to the outcome of the vote.

On May 8, 2012, a special election was held to approve the sale of bonds to fund the Township's portion of this project. The election outcome did not pass the sale of bonds to fund this project. Therefore, the Township is withdrawing our application for SRF funding in the fourth quarter of 2012.

We are requesting to be placed on the project priority list for the 2013 fiscal year, including consideration for the "Green Project Reserve" as other funding sources may become available enabling us to proceed with this project.

We appreciate the State's consideration of this request, and look forward to working together as we move forward. If you have any questions, please contact me at (517) 694-2137.

Sincerely,



John B. Elsinga
Township Manager

pc: MDEQ; Ms. Cindy Clendenon
Delhi Township; Ms. Sandra Diorka
HRC; Mr. Jamie Burton, Ms. Karyn Stickel

From: [John Elsinga](#)
To: clendenonc@michigan.gov
Cc: [Burton Jamie](#); [Stickel Karyn](#); [Sandra Diorka](#); [John Elsinga](#)
Subject: S2 Grant Extension Request
Date: Friday, May 25, 2012 1:27:52 PM

Dear Ms. Clendenon –

As you are aware, on May 8, 2012, a special election was held regarding Delhi Township's sludge dryer project. This election, asking the voters to approve the sale of bonds to fund the Township's portion of the project, did not pass. Therefore, the Township withdrew our application for SRF funding in the fourth quarter of 2012 and requested consideration on the 2013 Project Priority List.

The Township understands that the S2 grant budget period for the design of this project expires in August of 2012. The Township would like to request an extension on this grant until December of 2013, as other funding sources may become available enabling us to proceed with this project.

Thanks,
John Elsinga
Township Manager