**DRAFT   
TCBA Advocacy Committee**

**September 15, 2021, Zoom Meeting**

**Minutes**

Attending: Mike Unsworth, Phil Wells, Steve Leiby, Diana Twede

Guests: Jim Snell, Nicole Baumer of the Tri-County Regional Planning Commission (TCRPC)

1. Call to Order—around 6:35
2. Approval of Agenda – approved with no modifications
3. Review and Approval of August Minutes– approved with no modifications
4. Regional NMT Initiatives (Jim & Nicole):
   1. TCRPC is embarking on a regional plan for trails which will have the usual consulting process which gives heavy weight to the local jurisdictions’ wants and needs.
   2. Thus, cyclists need to lobby specific governments on projects in their areas. According to Nicole, a “great way to have comments specifically documented and shared with our Board/local agencies” is to comment on the Transportation Improvement Program https://www.mitcrpc.org/tip
   3. The major site is <https://www.mitcrpc.org/trails>. More information will be added when community feedback and events develop
   4. To see how this initiative fits into the overall TCRPC planning, see ttps://mitcrpc.box.com/v/MovingMidMichigan2045
   5. The Commission encourages the bicycling community to give frequent input at <https://www.mitcrpc.org/public-comment>s
5. Abbot Rd/Saginaw Highway Intersection (Diana) – It seems like we’re stuck with the new configuration despite the inadequate attention to bicyclists
6. Ranney Park (Diana and Mike) – **(This section has additional information that was obtained since the September 15 meeting)**
   1. In 2012 non-motorized access to Ranney/Frandor from East Lansing's Chesterfield Neighborhood was closed by:
      * 1. the locking of a gate at the East Knolls Apartments
        2. the erection of a chain link fence on the northern and eastern boundaries of the Frandor Plus shopping center.

No entity (Lansing Economic Area Partnership, the City of Lansing, the insurance company that originally leased the building that now houses the Sparrow Business & Education Center and Dunham’s Sports) admitted to putting up this fence. They all pointed the finger to other entities about the erection of the fence. None of them corrected the situation.

* 1. As mentioned in the August meeting, the Drain Commissioner came out with a map of the Park that indicated bicycle access on the eastern and western ends of Ranney Park. If true access were implemented, it would rectify the present situation. Mike later found out that the map was drafted by a Drain Commission worker and apparently did not go through any kind of top-level review.
  2. Diana met with the company that manages Frandor Plus. It was worried about liability issues of people crossing the parking lot to the north of the Sparrow/Dunham building. Diana pointed out that Frandor Plus already has liability issues since currently pedestrians and cyclists use the southern parking lot to go to Ranney Park/Frandor. Diana did seem to convince the Dunham’s manager that bike racks might be in order since Dunham’s sells bikes.
  3. Mike had an extensive phone conversation with Deputy Drain Commissioner Paul Pratt and with Drain Commissioner Pat Lindeman who discussed all aspects of the Montgomery Drain Project.

1. One welcoming feature was that a pedestrian traffic signal was being considered for Michigan Avenue. It would provide safe crossing from the residents of the apartments on the south side of Michigan to Frandor/Ranney.
2. On the matter of access to Ranney from East Lansing, Pratt said that the Drain Commission would be putting an underground “bulwark” that would enable East Lansing to connect its sewer system to the Montgomery Drain. Pratt said that the area above the bulwark would have to be kept clear. Theoretically it could be used as part of a NMT access to Ranney Park.
   1. Mike then phoned Brian Holland of DTN Management which runs the East Knolls Apartment complex. He said that he had no discussion with the Drain Commission about bike/ped access through the property. He and Paul Pratt are playing telephone tag about this issue.
3. Trails Millage (Mike) – 12 jurisdictions submitted a grand total of 22 applications
4. Downtown Lansing One-Way to Two-Way Conversion (Phil) – The City is moving along with the installation of traffic signals. The initial striping of the streets will not include bike lanes. That will come later after observing how the conversion works.
5. Next Meeting – October 13, 2021