

## **POLICIES**

### **PEDESTRIAN/BICYCLE PATHWAYS SYSTEM**

#### **PURPOSE**

The purpose of the pedestrian/bicycle pathway system is to provide a network of interconnected pathways throughout Meridian Township to allow for safe, energy efficient, and convenient non-motorized travel, as well as, an aesthetically pleasing outlet for jogging, walking and recreational bicycle riding. The completed system is intended to connect all destination points in the Township, including: Township schools in Okemos, Haslett, and East Lansing; libraries in both Okemos and Haslett; Township parks; public buildings; commercial areas; other places of concentrations of people; and related connecting routes outside the Township.

#### **GUIDELINES**

1. Adopt, and amend as necessary, a "Master Plan Map of Pedestrian/Bicycle Pathways" that shows the location and type of all pathways existing and planned.
2. Identify tentative projects proposed to be constructed as part of the annual "CIP" process.
3. Encourage public input in the development of, and amendments to, the proposed Master Plan and annual construction program.
4. Provide pedestrian/bicycle pathways of an acceptable width for one or two-way traffic (such as five feet for one-way roadway shoulder path or seven feet for two-way separated path).
5. Require new developments to install the portion of any pathway shown on the Master Plan that is adjacent to or through their site or lot. A cash payment to the Township, based on an estimate prepared by the Public Works Department may be accepted at the Township Board's discretion in lieu of construction. Any such approval may be based on the timing of adjacent publicly funded pathway construction or other factors. The Township Board may exempt single family, building permitted, infill development in largely developed subdivisions, where the pedestrian/bicycle pathway is not constructed or planned for an extended period.
6. Avoid wetlands when possible in constructing the pathway system. In all instances, wetland permit applications shall be filed where wetland disturbance is unavoidable.
7. Utilize grants if possible to maximize Township funds.
8. Develop an ongoing maintenance program for all pathways.
9. Balance citizen values for privacy and natural feature preservation, with public safety and the purposes of our pedestrian/bicycle pathway system.
10. These policies may be amended from time to time as priorities, goals and needs change.

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### **SYSTEM PRIORITIES**

1. Complete the gaps in the existing system.
2. Complete systems to all schools.
3. Consider roadway shoulder pathways in addition to, or in lieu of, separate pedestrian/bicycle pathways in rural parts of the Township.
4. Link the Township pathway system with pathway systems outside the Township, to provide regional networks.
5. Consider developing off-road pathways, such as the Old Inter-Urban Line.

Approved by the Township Board on June 21, 1994.