



Haslett Road Diet and Pedestrian Safety Improvement Project

August 31, 2026

Agenda

- Introduction of Panelists
- Presentation from Panelists
- Question & Answer Period

What prompted this project?

- There were two pedestrian and vehicle accidents that occurred in September of 2023 and August of 2025 where pedestrians sustained life threatening serious injuries.
- The September 2023 accident involved two young girls who were attempting to cross Haslett Road near the Westminster Way intersection.
- The August 2025 accident involved an adult crossing Haslett Road near the YMCA.

What prompted this project?

- Speeding and pedestrian safety are two of the most common complaints the Township receives from the public.
- The public has been even more vocal about traffic calming and pedestrian safety near schools.
- Based on this public input, we are working to incorporate more traffic calming elements into road projects.

What prompted this project?

- This project was also prompted by longstanding policy in the Township.
- The Township first established its Pathway and Trails system in 1974 when voters approve the pathway millage.
- Since 1974, the Township has been working to implement the Pathway Master Plan. The current Master Plan can be viewed at: shorturl.at/6ileN.



A Prime Community

Haslett Road Pathway Construction Schedule Map

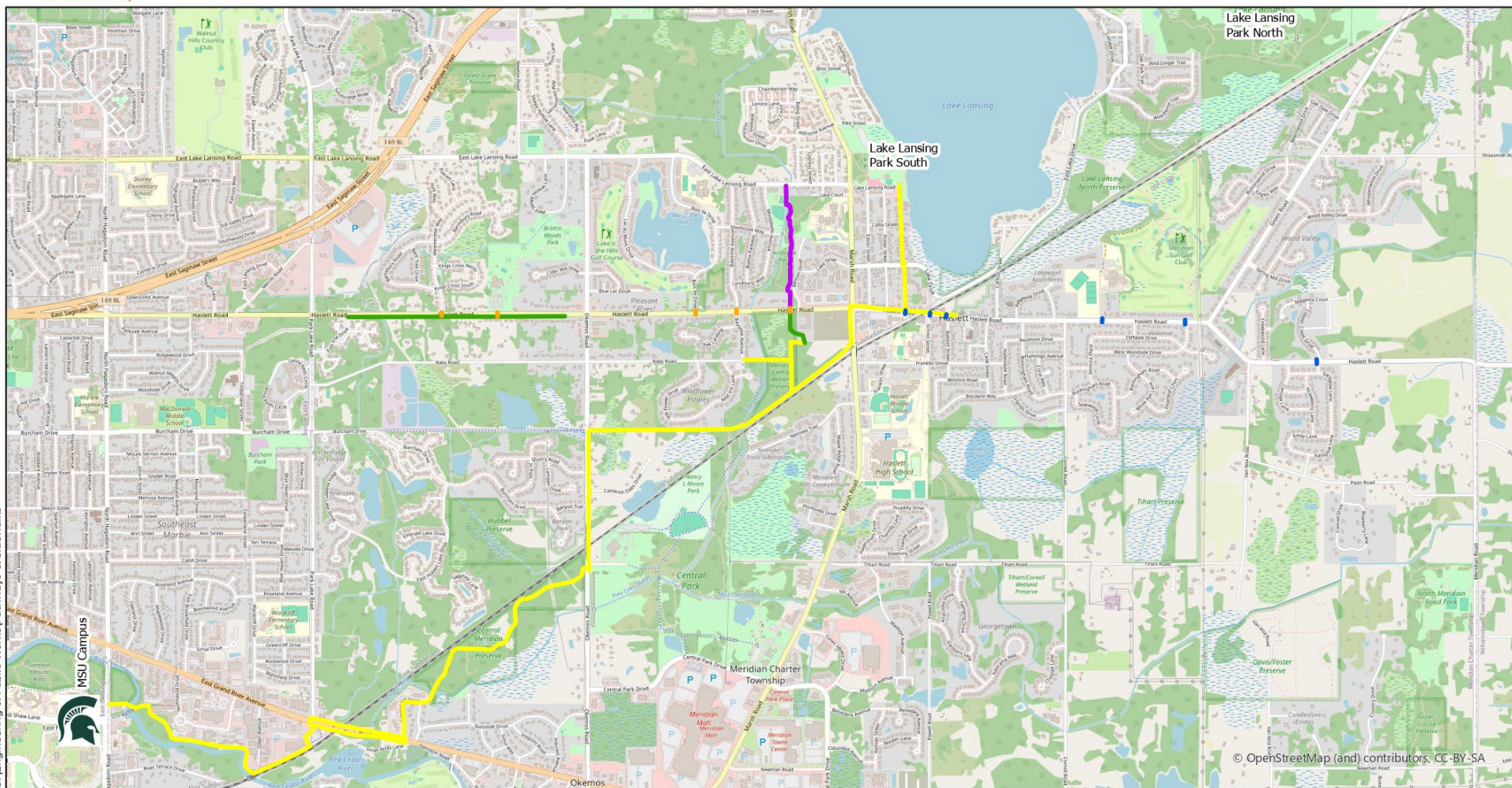


Scale: 1:25,000

0 0.25 0.5 Miles

Questions?
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dpw@meridian.mi.us
Updated: 12/30/25

G:\Engineering & Public Works\Pathways & Sidewalks



The Township is funding a Haslett Road Corridor Study to determine if it is feasible for the Ingham County Road Department (ICRD) to implement a road diet on Haslett Road from Park Lake Road to Marsh Road. Part of this study includes preparing a grant application to fund implementation of a road diet. If a road diet is ultimately implemented, it could make it feasible to construct pedestrian refuge islands as part of the proposed and existing crosswalks shown below. [Click here and refer to pages 142-241 for additional information regarding the Haslett Road Corridor Study.](#)

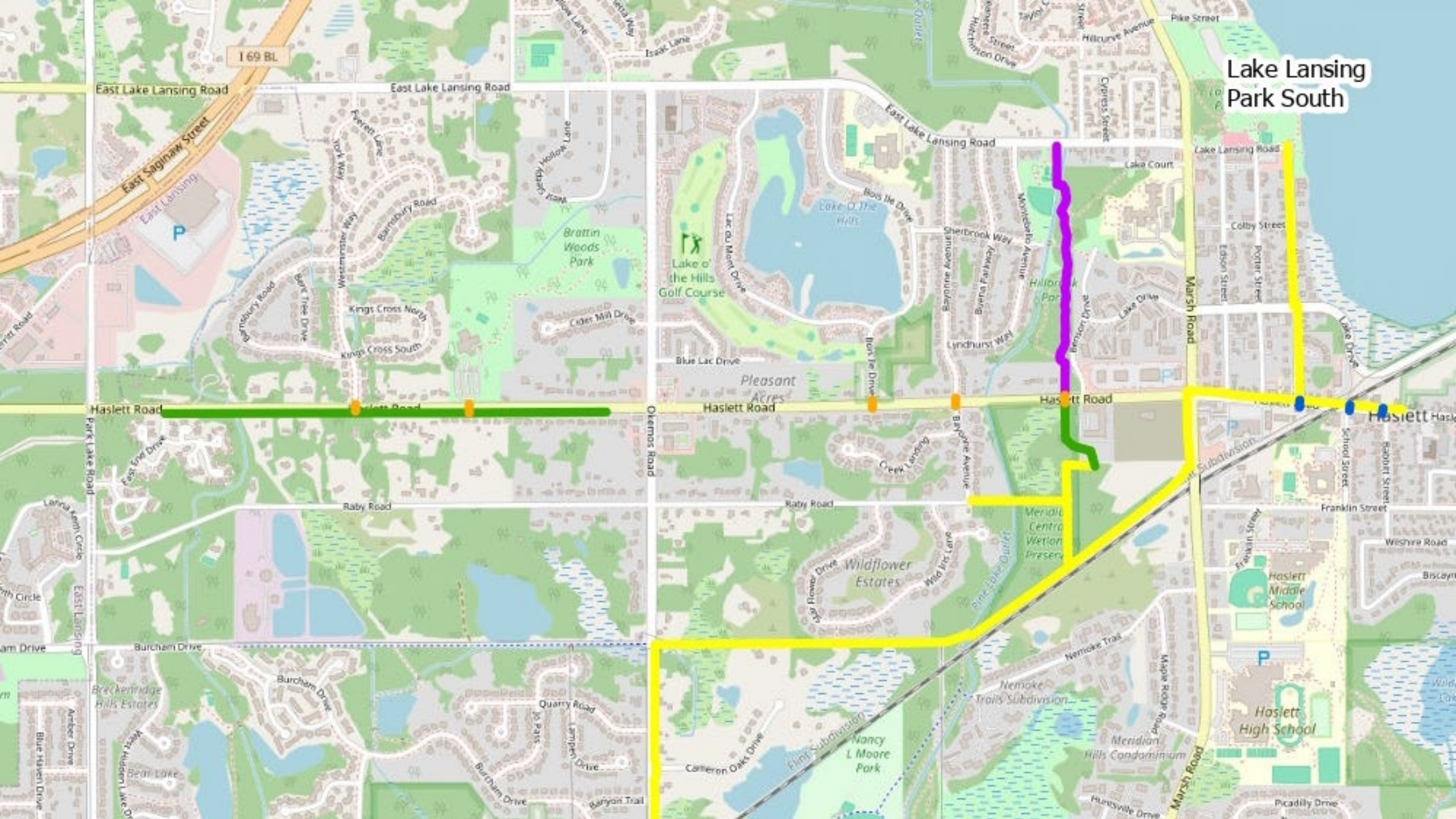
Existing trails and pathways that are a part of the MSU to Lake Lansing Trail

Existing pedestrian crosswalks the Township is attempting to secure funding and permitting for. These crosswalks could possibly be enhanced with flashing beacon crossing infrastructure, also known as RRFBs. Construction year is to be determined.

Pathway that will be constructed in 2026.
Future off-road trail through Hillbrook Park that will complete the connection from Lake Lansing Road to the Inter Urban/MSU to Lake Lansing Trail. Construction year is to be determined.

Proposed pedestrian crosswalks the Township is attempting to secure funding and permitting for. If funding and permitting can be obtained, these proposed crosswalks could possibly include flashing beacon crossing infrastructure, also known as RRFBs. Construction year is to be determined.

Lake Lansing Park South



What prompted this project?

- Township residents have frequently commented that these new trails are really nice.
- However, they have also commented that the road crossings need more infrastructure for pedestrians to feel safe, such as pedestrian refuge islands and flashing light systems.









Creating a Safer Environment for Pedestrian and Bicyclists (1 mile)

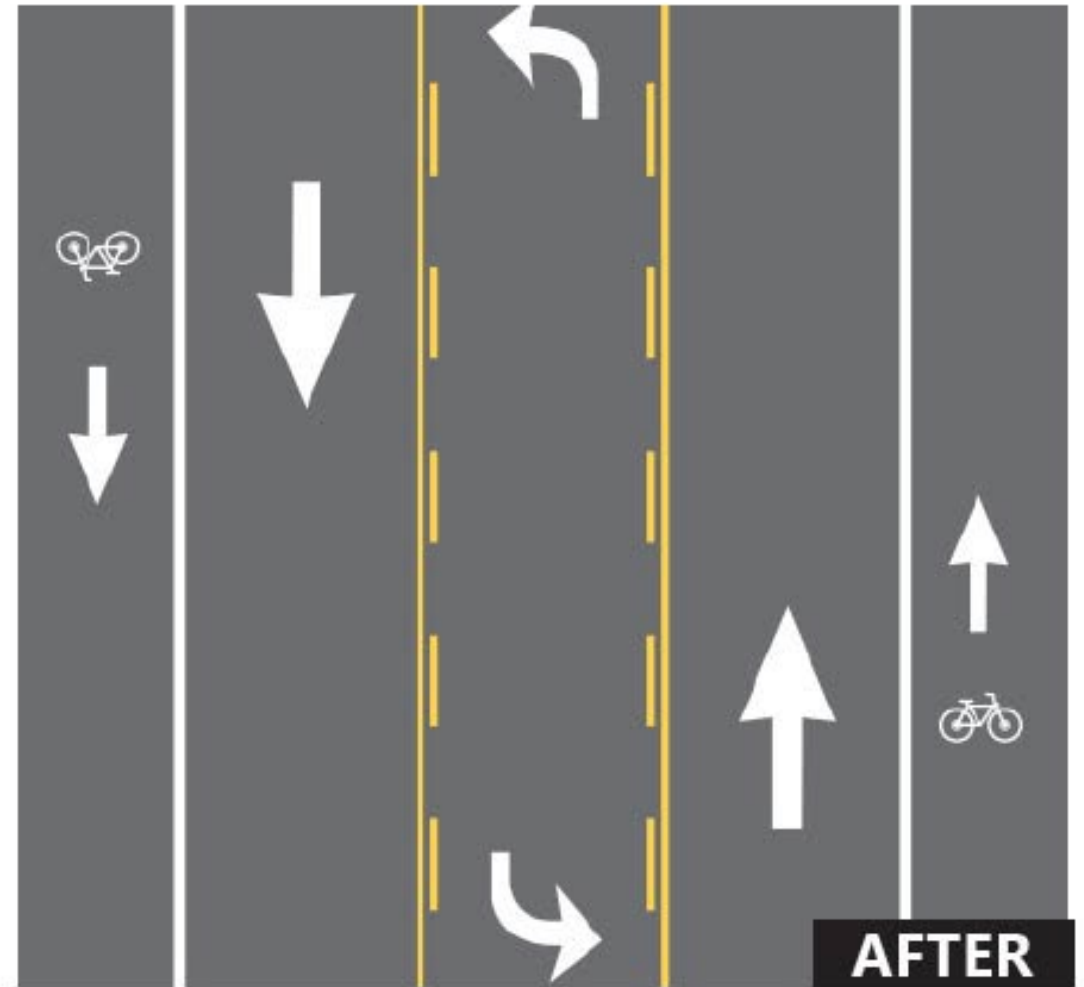
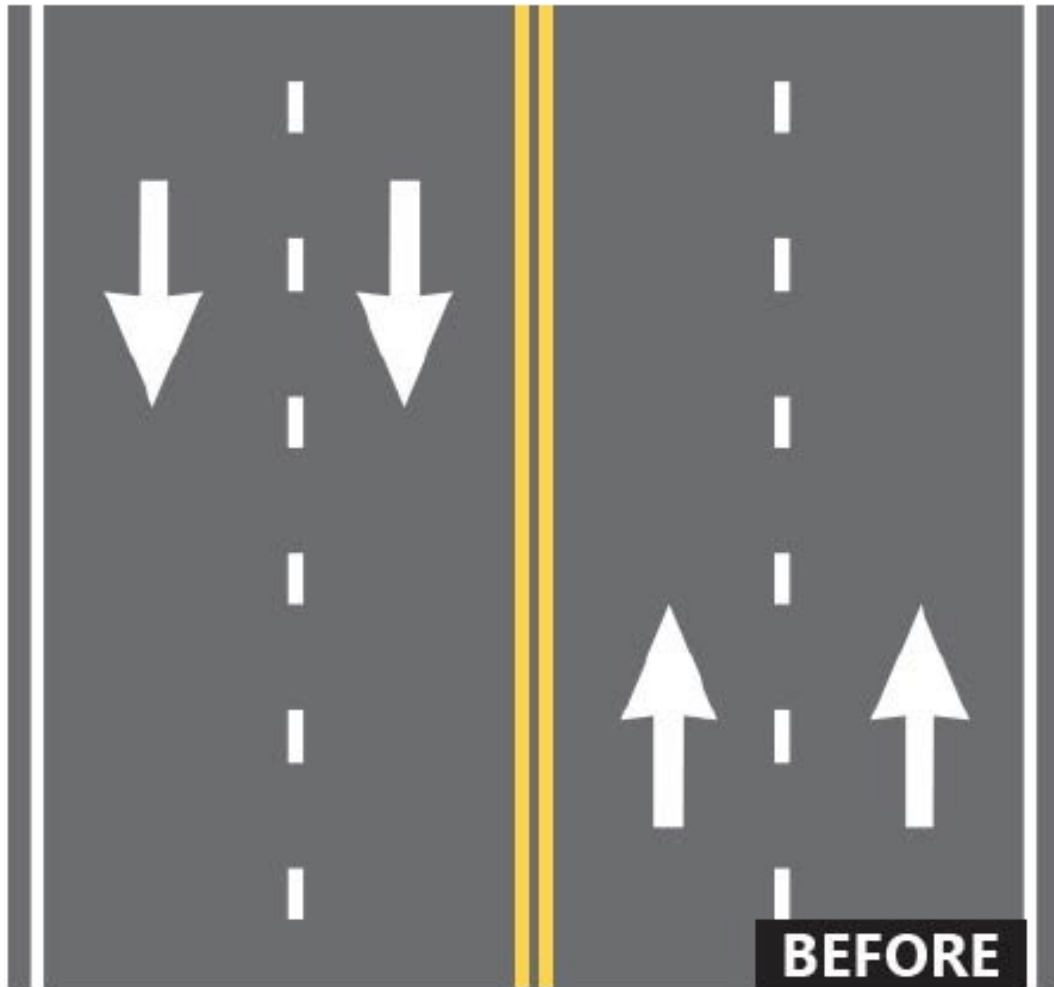
Measure distance
Click on the map to add to your path
Total distance: 1.02 mi (1.65 km)



Creating a Safer Environment for Pedestrian and Bicyclists (0.7 miles)

Measure distance
Click on the map to add to your path
Total distance: 3,664.24 ft (1.12 km)

What is a road diet?



How do Road Diets improve safety?

- Road diets improve safety by reducing vehicle-to-vehicle conflicts, calming traffic, and creating a safer environment for all roadway users.
- Road diets are very effective at reducing the number of rear-end accidents as it eliminates the need to stop in the thru lane to make left-hand turns. This is more important than ever with cell phone use and distracted driving.
- Road diets prevent weaving back and forth between thru lanes to pass vehicles.

How do Road Diets improve safety?

- This is the only portion of Haslett Road that has not received a road diet.
- The existing road design between Park Lake Road and Marsh Road is telling motorists to pass other traffic through this section.
- This creates a less-than-ideal safety environment for pedestrians and bicyclists.

Traffic Enforcement on Haslett Road

- Police alone cannot improve safety and address speeding. We have 42 officers (including the myself and our command staff) to serve the community 24/7, 365 days a year.
- At full staffing, 22 officers are assigned to road patrol and 2 to traffic enforcement.
- Road patrol is split across four platoons (two day, two night). A floating position scales coverage from 4 officers during non-peak hours to 5 during peak hours.

Traffic Enforcement on Haslett Road

- We cover roughly 210 road miles across Meridian Township and 76 miles across Williamstown Township (286 total miles). On average, this leaves each officer responsible for approximately 57 road miles, or 42 road miles strictly within Meridian Township.
- In addition to traffic stops, our team manages **over 20,000 calls for service** and files **more than 6,000 written reports** every year.
- Traffic enforcement alone simply cannot achieve safer roadways for all users. Road design is going to have to play a role as well.

Road Diet Success Locally

- Haslett Road
- Mount Hope Road
- Jolly Road
- Central Park Drive
- Newman Road
- Lake Lansing Road
- Hagadorn Road
- Burcham Drive

Haslett Road Corridor Study

- In 2025, the Township contracted to have a traffic study and crash analysis conducted on the entire Haslett Road corridor.
- The traffic study showed that the Haslett Road corridor is a good candidate for a road diet.

Is there too much traffic?

Road	From	To	Average Daily Traffic (Vehicle Trips)	Year
Hagadorn Road	Grand River Ave	Burcham Drive	19662	2025
Jolly Road	Okemos Road	Jolly Oak Drive	17300	2006
Haslett Road	Park Lake Road	Hagadorn Road	15910	2005
Lake Lansing Road	Towar Ave	Abbot Road	15801	2017
Mount Hope Road	Okemos Road	Hagadorn Road	13990	2023
Central Park Drive	Grand River Ave	Newman Road	12557	2003
Haslett Road	Edson Street	Marsh Road	12296	2017
Haslett Road	Okemos Road	Park Lake Road	12119	2026
Jolly Road	Kansas Street	Hagadorn Road	11720	2008
Jolly Road	Dobie Road	Fairhills Drive	11173	2017
Haslett Road	Marsh Road	Okemos Road	10481	2026
Newman Road	Central Park Drive	Marsh Road	8662	2006
Central Park Drive	Marsh Road	Okemos Road	7240	2017
Average:			12065	

What happens if a road diet is not implemented?

- The County and Township would lose 75% of the funding for the resurfacing of Haslett Road from Marsh Road to Park Lake Road.
- The federal grant that would fund this project is a Safety Grant that can only be used if a road diet is performed to help improve safety for all users.

What happens if we lose the federal grant?

- It is unknown when funding would be available to resurface Haslett Road.
- Notably, there is no grant funding for this construction season and there are no primary road resurfacing projects occurring this year.
- Existing road funding is very limiting without grants such as this.

What happens if a road diet is not implemented?

- There would be no left turn lane to construct pedestrian refuge islands in, so pedestrian safety improvements would be significantly limited.
- The Township and County would lose the funding to construct the crosswalks.
- The Township would attempt to construct the crosswalks without pedestrian refuge islands, if permitted by the County, but Township residents would be funding 100% of this through the existing Pathway Millage.
- With the federal grant, Township residents would only be funding about 20-25% of the cost.

Why are there so many road diets?

- In part, it is because our roads were oversized for anticipated population growth that did not occur.
- Part of this is attributable to the Township acquiring approximately 1,000 acres of Park land and an additional 1,000 acres of Land Preserves. It's also attributable to approved developments not being as dense as they could have been.

Why are there so many road diets?

- It is also due to wetland protections increasing.
- The Township's wetland ordinance, which regulates wetlands at a $\frac{1}{2}$ acre in size.
- The state of Michigan only regulates wetlands that are 5 acres or greater.
- All these factors greatly limited population growth.

Why are there so many road diets?

- To give you an example of how previous leaders planned for population growth that did not occur:
- When the ELMWSA Water Plant was constructed in 1972, they designed the plant so it could be doubled in size to serve a population of 200,000 residents in Meridian Township alone.
- We are essentially rightsizing our roads based on actual population growth.

Current Status of the Project

- The ICRD still needs to issue an RFP for the design and construction inspection services.
- Therefore, no design work has occurred at this time.
- The purpose of tonight's meeting is to receive public input to help inform the future design of this portion of Haslett Road.

Estimated Project Timelines

- Fall 2026: ICRD issues RFP and secures a contract for design and construction inspection services for the project.
- 2027: Design
- 2028: Construction, which will likely take 6-9 weeks to complete.



Question & Answer Portion



Thank you for your time this evening

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