



Pamela Colestock – *Mayor*  
William Steele – *Mayor Pro Tem*  
Deb Malewski – *Council Member*  
Stacey Robison – *Council Member*  
Ken Nicholas – *Council Member*

Yvonne Ridge – *City Manager*  
Larry Joe Weeks – *Police Chief*  
Roger McNutt – *Fire Chief*  
LeRoy Hummel – *Building Official*  
Rob Pierce – *Public Works/Utilities Director*  
Genny Allen – *Treasurer/Finance Director*  
Robin Webb – *City Clerk*  
Corey Cagle – *Director of Parks, Recreation and Events*  
Randy Jewell – *City Assessor*  
Cullen Harkness – *City Attorney*

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**CITY OF EATON RAPIDS  
WORK SESSION AGENDA**

January 22, 2024  
5:00 pm  
200 S. Main Street

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This meeting will be streamed live for viewing only at:  
<https://us06web.zoom.us/j/85394331944>  
Meeting ID: 853 9433 1944  
*Please note all public comments must be made in person.*

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**Call To Order**

**Public Comments**

**EATRAN Presentation – Brad Funkhouser**

**New Business**

**1. Capital City Labor Program non-supervisory Police Officers Union Grievance**

**Closed Session under 8(c) of the Open Meetings Act, to consider a matter of Attorney Client privilege (MCL.15.268)**

**Unfinished and Special Business: None**

**Public Comments**

**Adjourn**

# Eaton County Transportation Needs Study

## Executive Summary

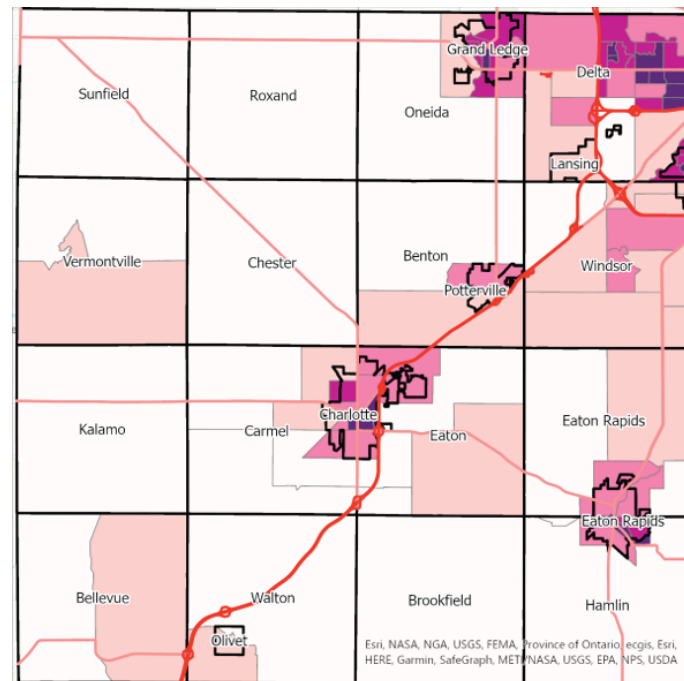
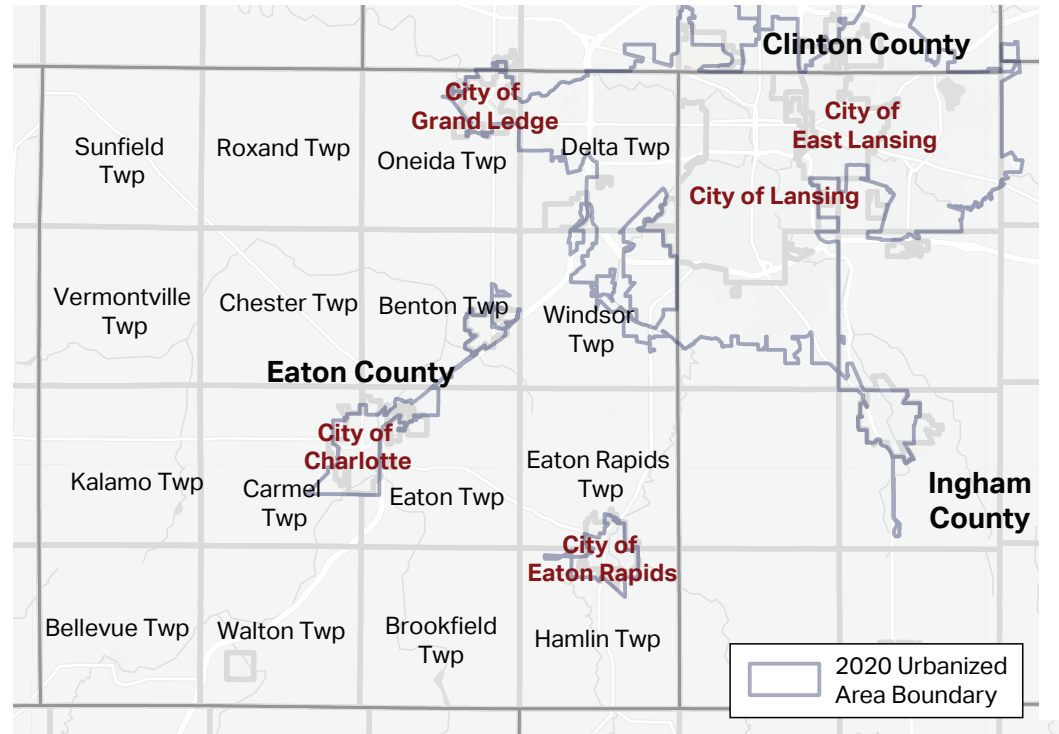
In 2023, The Eaton County Transportation Authority (EATRAN) developed a *Transportation Needs Study and Service Plan* to consider opportunities to better address travel needs in Eaton County.

Eaton County is a primarily rural county that has experienced increased urbanization and population growth over the last decade. Northeast portions of the County have the highest population density and are within the Lansing Urbanized Area. Transit need within the County was assessed based on five indicators and was found to be greatest in Delta Township, Charlotte, Grand Ledge, and Eaton Rapids.

A key focus of the Study was to increase connections from Eaton County to the larger Lansing Metro Region and allow for more travel across county lines. In the fall of 2022, a historic partnership was formed between EATRAN and the other regional transit providers (the Capital Area Transportation Authority (CATA) and Clinton Transit). This collaboration seeks to reduce the limitations that economic or geographic boundaries impose on these agencies, seeking to enhance regional mobility.

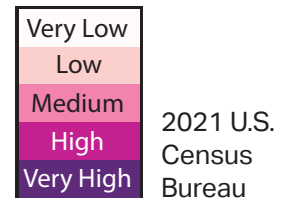
The Study recommends actions for expanding and improving transit service and paves the way for further analysis and agency collaboration.

Eaton County and Surrounding Region



### Transit Need

The transit need index is based on five indicators, with each block group considering the density of those with disabilities, zero vehicle households, those below the poverty line, seniors (65+), and youth (18 and under).

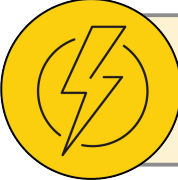
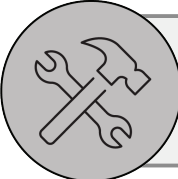

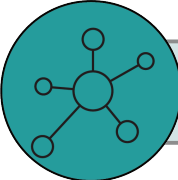



# Goals and Actions: Timeline and Anticipated Cost

The actions presented below can help guide EATRAN and its regional transit partners in the coming years as they plan operations, seek new funding opportunities, and improve regional mobility. Not all actions can be advanced simultaneously, with priorities determined based on public input and the County's transportation needs. Many of the actions will require additional funding resources.

These funds could come from a combination of municipal, county or regional funding sources. These actions are further explored in the *Final Report*, which provides background and options related to each action as well as cost estimates and anticipated timing where appropriate.

The map on the following page visualizes where some of the recommended service enhancements would be located in Eaton County.

|  |  | Next 12 months | 1-2 years   | 3+ years    | Anticipated Cost   |
|--|--|----------------|-------------|-------------|--------------------|
|    | <b>Improve Existing Services</b>                             |                |             |             |                    |
|  | Adjust trip booking and cancellation policies                | Yellow         |             |             | Low/Neutral        |
|  | Improve the customer trip reservation/confirmation process   |                | Yellow      |             | Funding Needed     |
|  | Upgrade technology for scheduling and tracking of service    |                | Yellow      |             | Funding Needed     |
|    | <b>Develop New Services</b>                                  |                |             |             |                    |
|  | Add weekday evening demand response service                  |                | Grey        | Grey        | New Funding Needed |
|  | Add weekend demand response service                          |                | Grey        | Grey        | New Funding Needed |
|  | Re-establish County connector services                       | Grey           |             | Grey        | Funding Needed     |
|   | <b>Enhance Regional Connectivity</b>                         |                |             |             |                    |
|  | Coordinate and connect with regional service providers       | Red            | Red         | Light Red   | New Funding Needed |
|  | Provide connectivity to major regional destinations          | Light Red      | Light Red   | Red         | New Funding Needed |
|  | <b>Strengthen Partnerships across the County</b>             |                |             |             |                    |
|  | Expand partnerships with social service agencies             | Teal           | Light Teal  | Light Teal  | Low/Neutral        |
|  | Partner with major employers on access and service           | Light Teal     | Teal        | Light Teal  | New Funding Needed |
|  | <b>Strengthen Operational and Financial Sustainability</b>   |                |             |             |                    |
|  | Diversify EATRAN fleet to include flexible, smaller vehicles |                | Light Green |             | Funding Needed     |
|  | Strengthen marketing and branding                            | Light Green    |             |             | Low/Neutral        |
|  | Develop driver recruitment and retention strategy            | Light Green    |             |             | Low/Neutral        |
|  | Supplement local funding to match service needs              |                | Light Green | Light Green | New Funding Needed |

# Goals and Actions: Mapped

## Improve and develop County-wide services

- Add weekday evening demand response service
- Add weekend demand response service

## Strengthen Partnerships across the County

Create microtransit zone connecting Delta Twp employers to CATA fixed route service **or** explore CATA extension to reach Delta Twp employers

## Develop New Services

- Re-establish county connector service from Charlotte to Lansing
- Explore potential for connection between Eaton Rapids and Charlotte

## Enhance Regional Connectivity

- Continue Route 3 connector **and** explore connection to Grand Ledge
- Increase out-of-county demand response capacity **or** shuttles

Clinton

Capital Regional Intl. Airport

Downtown Grand Ledge

East Lansing/MSU

CATA Transportation Center

Potterville

Ingham

Eaton

Charlotte

Eaton Rapids

Olivet

Level of Transit Need

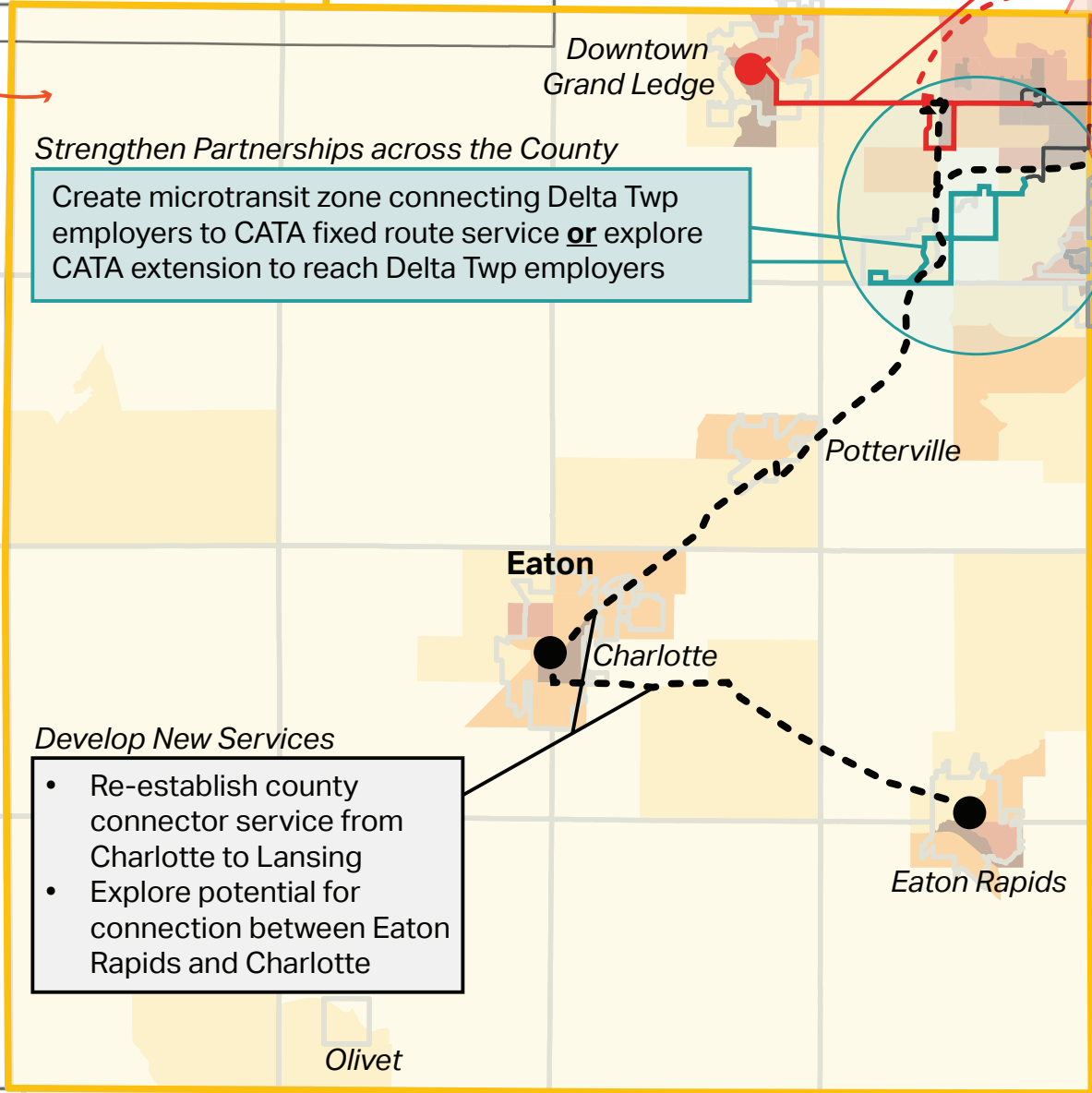
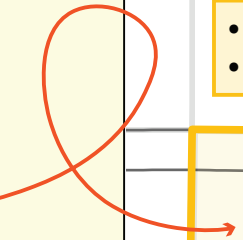
Very Low

Low

Medium

High

Very High

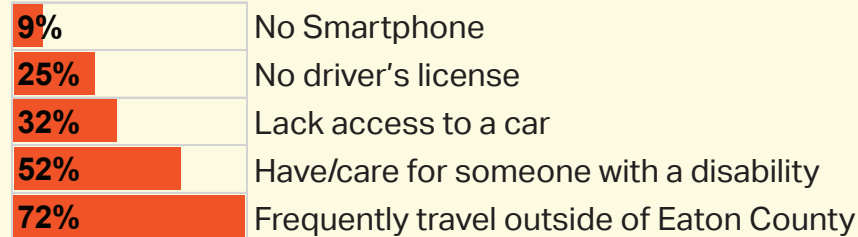


# County-Wide Survey Results Summary

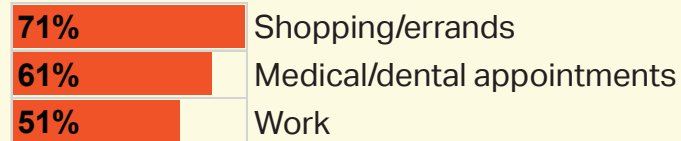
A survey of County residents gathered community input for future service enhancements, with questions focusing on current and prospective usage of the service, service enhancement priorities, and willingness to pay for services.

## Overview:

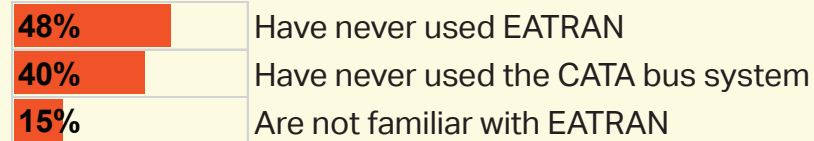
### Demographic snapshot



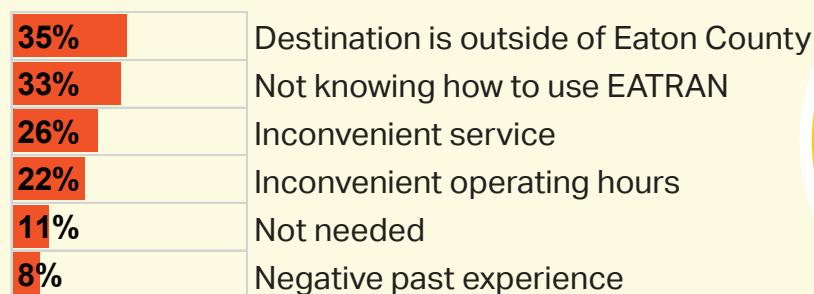
### Common reasons for traveling



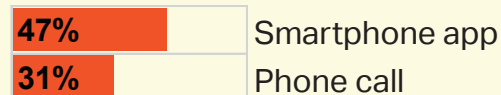
### Public transportation use



### Barriers to using service for those who don't use it often

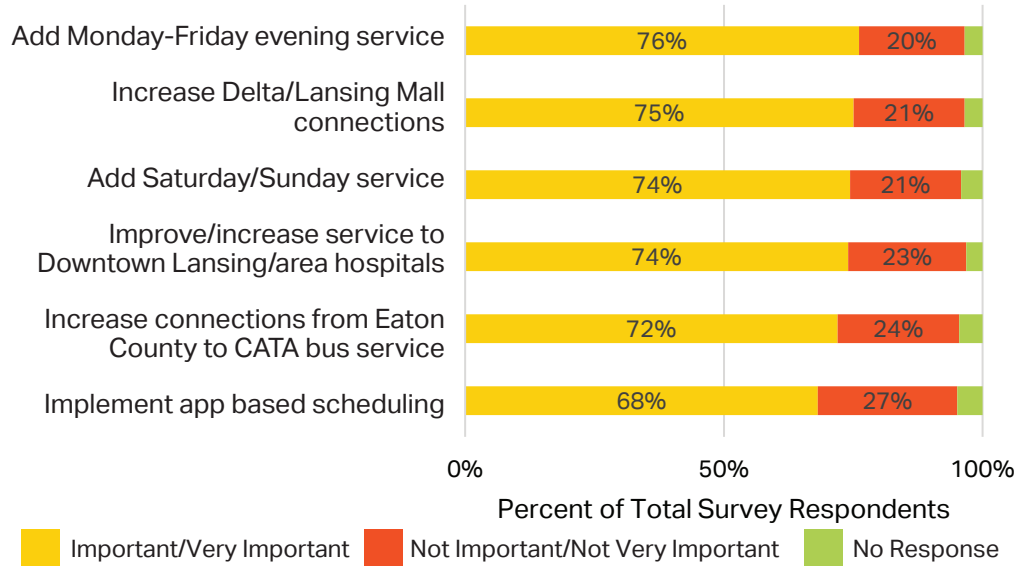


### Preferred curb-to-curb service reservation method

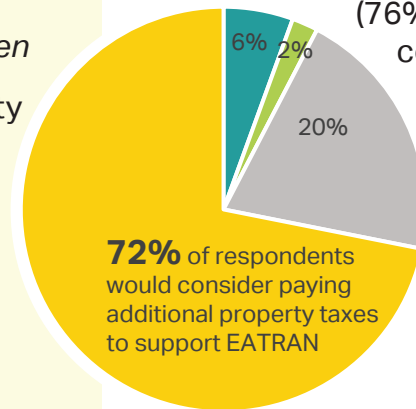


## Primary Outcomes:

**Support for enhanced County-Wide transit:** Respondents were asked to indicate the level of importance of six potential transit improvements, shown below. There was widespread support for all of the service enhancement options.



**Willingness to pay for added services:** The greatest support was found in the City of Grand Ledge (83% of respondents expressing support), the City of Lansing (77%), and Delta Township (76%). Additionally, respondents in the 18-30 age cohort and respondents who frequently ride EATRAN were most likely to support a millage.



### Would you consider paying additional property taxes for service enhancements?

#### ...by service type

