



MEETING NOTICE

There will be a Transportation Technical Committee meeting held on:

DATE: Thursday, December 7, 2023
TIME: 1:30 p.m.
PLACE: WMSRDC OFFICE CONFERENCE ROOM

If you are unable to attend, please contact Brian Mulnix at 231.722.7878 x200

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TRANSPORTATION TECHNICAL COMMITTEE

AGENDA December 7, 2023

- I. CALL TO ORDER
- II. APPROVAL OF THE PREVIOUS MINUTES (NOVEMBER 2, 2023) -
(ATTACHMENT I) (ACTION)
- III. PUBLIC COMMENT **(AGENDA ITEMS)**
- IV. TRANSPORTATION IMPROVEMENT PROGRAM
 - A. FY2023-2026 TIP FY2024-26 AMENDMENT 12 **(ATTACHMENT II) (ACTION)**
- V. 2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
 - A. 2050 MTP GOALS AND OBJECTIVES CHAPTER **(ATTACHMENT III) (INFORMATION)**
- VI. MPO ROUNDTABLE
- VII. PUBLIC COMMENT
- VIII. ADJOURNMENT

Attachment I

WEST MICHIGAN METROPOLITAN TRANSPORTATION PLANNING PROGRAM (WESTPLAN) TECHNICAL COMMITTEE MEETING

MEETING MINUTES

November 2, 2023

Members Present: Brett Laughlin, Ottawa County Road Commission
Wally Delamater, Village of Spring Lake
Derek Gajdos, City of Grand Haven
Matt Schindlbeck, City of Ferrysburg
Ben VanHoeven, City of Roosevelt Park
Melvin Burns, City of Muskegon Heights
Amy Haack, Village of Fruitport
Paul Bouman, MCRC
Luke Walters, MDOT Lansing
Brian Armstrong, City of Whitehall
Scott Beishuizen, City of Montague
Jim Murphy, City of Norton Shores
Todd Myers, City of Muskegon

Members Absent: Andrew Sibold, FHWA (Non-Voting)
Steve Biesiada, Muskegon Urban Township Rep
Jeff Marcinkowski, Rural Township Rep
James Koens, MATS
Scott Borg, Harbor Transit
Wade Vandenbosch, Muskegon County DPW
Mark Disselkoen, City of North Muskegon

Others Present: Tyler Kent, MDOT Grand Region
Marc Fredrickson, MDOT – Muskegon TSC
Cathy Brubaker Clarke, GMED

Staff Present: Brian Mulnix, WMSRDC

I. CALL TO ORDER

The meeting was called to order at 1:30. A quorum was present. Attendance was taken via roll call.

II. APPROVAL OF PREVIOUS MINUTES

A motion was made and supported to approve the minutes from the October 5, 2023, meeting. Motion approved. *M/S VanHoeven/Murphy*

III. PUBLIC COMMENT

The WestPlan Public Participation Plan procedure was followed to achieve public participation for this meeting. No members of the public spoke.

IV. TRANSPORTATION IMPROVEMENT PROGRAM

FY2023-2026 TIP - Mr. Brian Mulnix presented the STUL and Flex balances for FY 2024-2026. The following projects were recommended for funding. A motion was made to bring the following projects to Tech and Policy Committees at a future meeting. *M/S Haack/Delamater*

FY 2024

- Muskegon Heights – add \$538,000 to Broadway project.

FY 2025 - Split evenly among projects.

- MCRC - Michillinda Rd
- Ferrysburg - 168th Ave
- Grand Haven - Fulton
- North Muskegon – Ruddiman Drive
- Roosevelt Park - Maple Grove
- Ottawa County - Lincoln Street

FY2026 – Split evenly among projects.

- MCRC – Whitehall Road
- City of Muskegon - Irwin Ave
- Oceana County Road Commission - Roundabout

V. 2050 LONG RANGE TRANSPORTATION PLAN

- Mr. Joel Fitzpatrick gave an update on the most recent IAWG meeting.

VI. SAFETY PERFORMANCE MEASURES

Mr. Brian Mulnix presented the proposed MDOT Safety Measures. A motion was made and supported to approve the targets set by MDOT. Motion approved. *M/S Delamater/VanHoeven*

VII. MPO ROUNDTABLE

- Mr. Marc Fredrickson updated the committee on MDOT projects in the area.
- Mr. Luke Walters spoke on the Fed Aid buyout.

VIII. PUBLIC PARTICIPATION

The WestPlan Public Participation Plan procedure was followed to achieve public participation for this meeting. No members of the public spoke.

IX. ADJOURN- Meeting adjourned at 2:15 p.m.

ATTACHMENT II

WESTPLAN FY2023-2026 TIP AMENDMENT 12 (TWELVE)

The following projects have been submitted as new projects or modifications to existing projects to be included in the FY2023-2026 Transportation Improvement Program as Amendment 12.

- FY2024- MCRC- Pedestrian Safety Improvements- Holton Duck Lake Road- \$530,040 Fed \$132,510 Local \$791,624 Total **(New Project)**
- FY2024- City of Muskegon Heights- Road Rehab-Broadway from Reynolds to Getty- \$1,102,000 Federal \$538,739 Local \$1,817,014 Total **(Increase Federal and local funding)**
- FY2024- Pioneer Resources- JARC Operating- \$46,585 Federal \$46,585 Local \$93,170 Total **(New Project)**
- FY2025- Pioneer Resources- JARC Operating- \$46,585 Federal \$46,585 Local \$93,170 Total **(New Project)**
- FY2026- Pioneer Resources- JARC Operating- \$46,585 Federal \$46,585 Local \$93,170 Total **(New Project)**

ATTACHMENT III

2050 Metropolitan Transportation Plan

Goals and Objectives

CHAPTER 3: REGIONAL GOALS AND OBJECTIVES

This update to the Long-Range Transportation Plan for 2050 will serve as a policy statement and a guide for decision-making for the Muskegon and northern Ottawa County MPO, funding agencies, stakeholders, and transportation partners. The plan includes an inventory of the needs and deficiencies of the MPO's transportation network. Additionally, it establishes priorities for allocation of federal funds and directs transportation improvement programming. The 2050 LRTP continues to focus on state and federal initiatives and guidance, and to position the MPO to respond to anticipated trends of federal legislation governing transportation funding and investments. These include asset management and performance measures as two examples.

Themes, Goals, and Objectives

The 2050 LRTP will serve many purposes including setting the stage for the MPO's Transportation Improvement Program. Additionally, it will be used to evaluate infrastructure investments and consistency with local, county, and regional land use and development goals. These goals were developed to encompass the array of users, conditions, needs, and potential solutions exclusive to the overall transportation system within the MPO. Objectives were then developed for each goal that could be used to evaluate the value of individual projects and measure the success of the plan. In this manner, the 2050 LRTP goals and objectives are organized into ten primary themes that are consistent with federal planning factors and statewide guidance:

1. Economic Vitality

Goal: Ensure that transportation investments support the economic vitality of Muskegon and northern Ottawa County, and enable local, regional, statewide, and global competitiveness, productivity, and efficiency.

Objectives:

- Improve access to targeted investment areas and planned development
- Improve access to the interstate
- Improve access to major attractions
- Improve intermodal goods movement

2. Multimodal Transportation Safety

Goal: Increase the safety of the transportation system for all users

Objectives:

- Reduce the number of motorized and non-motorized crashes
- Reduce the hazard potential for roadway-rail crossings
- Improve the safety of school zones and enhance connectivity to surrounding neighborhoods

3. Multimodal Transportation Security

Goal: Increase the security of the transportation system for all users

Objectives:

- Improve traffic control devices, signage, and access management
- Improve emergency response time and access
- Address transportation concerns associated with critical facilities

4. Multimodal Choices and Connections

Goal: Increase the accessibility and mobility options for people and freight

Objectives:

- Improve access and facilities for cyclists and pedestrians
- Improve access to public transportation and carpool opportunities

5. System Sustainability and Livability

Goal: Ensure that transportation investments protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency with state and local planned growth and economic development

Objectives:

- Improve access to employment and recreational opportunities
- Reduce impacts to environmental, natural, and cultural resources
- Support locally derived land use planning initiatives
- Incorporate Smart Transportation principles into project designs

6. Enhance the Integration and Connectivity of the Transportation System

Goal: Increase the integration and connectivity of the transportation system across modes for people and freight

Objectives:

- Improve passenger and freight services for air, rail, waterborne transportation

7. System Efficiency and Management

Goal: Ensure efficient system management and operations

Objectives:

- Improve traffic signal system operations
- Improve Level of Service (LOS) on congested corridors and intersections

8. System Preservation

Goal: Ensure system management that emphasizes preservation of the existing transportation system

Objectives:

- Improve and maintain pavement quality
- Reduce the number of structurally deficient bridges

9. System Resiliency and Reliability

Goal: Ensure system management that analyses potential resiliency issues in the transportation system

Objectives:

- Reduce or mitigate stormwater impacts on surface transportation
- Reduce or mitigate shoreline erosion's impact the transportation system
- Reduce or mitigate accelerated pavement deterioration, flooded roadways, and bridge damage due to severe weather events.

10. Enhance Travel and Tourism

Goal: Ensure transportation system management that makes it easier to travel to tourist destinations and events

Objectives:

- Increase transportation options to include tourist destinations.
- Ensure direct travel connections between modes of transportation.

Background Preparation

To achieve these goals and objectives the development of the 2050 LRTP included a comprehensive evaluation of local transportation & land use studies, municipal comprehensive plans, and county comprehensive plans, as well as coordination with key municipal, economic development officials, and other key stakeholders. This information provided a context for the development of

the plan and provided participants with a better understanding of relevant statistics, issues, and trends. Results of this activity include:

- **Review of Previous LRTP and Discussion with Partners:** A review of the previous long-range plan at the start of the plan or update process allowed staff and key stakeholders the opportunity to identify strengths and shortcomings—in process, content, or implementation—of the previous plan and adjust accordingly. While planning partners will likely have identified their own issues, there should also be the opportunity for additional stakeholders, such as MDOT, advocacy organizations, and the public, to provide additional input on how the plan and process might be improved. In addition to a critique, this discussion provides an opportunity to share lessons learned from others as well as new and evolving approaches to long-range planning.
- **Review of Other Related Plans:** In developing the next plan, it is important to look at the direction of other plans—both short- and long-term—that could directly or indirectly impact a region's transportation system. This is an opportunity to factor in the results of corridor studies as well as other transportation plans and studies at the local, state, and even national levels. With a recent emphasis on ensuring consistency and linkages with other ongoing planning activities, it is also important to consider county land use plans, long-range plans of transit properties, economic development plans, utility expansion plans, etc. Each of these external resources can provide valuable input into development of the next long-range transportation plan, thereby increasing the value and relevance of the document.