



MEETING NOTICE

There will be a Transportation Policy Committee meeting held on:

DATE: Wednesday, December 20, 2023

TIME: 1:30 p.m.

PLACE: **This meeting will be in person at the WMSRDC Office in the Terrace Plaza Building.**

If you are unable to attend, please email Brian Mulnix at bmulnix@wmsrdc.org

316 Morris Avenue - Suite 340 - Muskegon, MI 49443-0387

Telephone: 231-722-7878

www.wmsrdc.org

WESTPLAN TRANSPORTATION POLICY COMMITTEE

AGENDA

December 20, 2023

- I. CALL TO ORDER/ROLL CALL
- II. APPROVAL OF THE PREVIOUS MINUTES (NOVEMBER 15, 2023)
(ATTACHMENT I) (ACTION)
- III. PUBLIC COMMENT **(AGENDA ITEMS)**
- IV. TRANSPORTATION IMPROVEMENT PROGRAM
 - A. FY2023-2026 TIP FY2024-2026 AMENDMENT 12 **(ATTACHMENT II)**
(ACTION)
- V. 2050 METROPOLITAN TRANSPORTATION PLAN (MTP)
 - A. 2050 MTP GOALS AND OBJECTIVES CHAPTER
(ATTACHMENT III) (INFORMATION)
- VI. NEW BUSINESS/MPO ROUNDTABLE
 - A. PUBLIC TRANSPORTATION- **(INFORMATION)**
 - B. MDOT UPDATES
- VII. PUBLIC COMMENT
- VIII. ADJOURNMENT

ATTACHMENT I

**WEST MICHIGAN METROPOLITAN TRANSPORTATION PLANNING PROGRAM
(WESTPLAN) POLICY COMMITTEE MEETING**

MEETING MINUTES

November 15, 2023

I. CALL TO ORDER

Chairperson Arter called the meeting to order at 1:30 p.m. A roll call was taken, and a quorum was present.

ATTENDANCE (Roll call)

A. Members Present

Kim Arter, Laketon Township, Chairperson
Bill Mogren, City of North Muskegon
Roger Belknap, Ottawa County
Field Reichardt, Ottawa County Road Commission
Marcia Hovey-Wright, MATS
Jack Kennedy, Muskegon County Road Commission
Diane Goodman, City of Roosevelt Park
Luke Walters, MDOT
Bonnie McGlothin, City of Muskegon Heights
Cathy McNally, City of Grand Haven
Ryan Kelly Ottawa County- Township Rep
Rachel Gorman, City of Muskegon
Jack Kennedy, Muskegon Co. Road Commission
Steven Salter, City of Whitehall
Michelle Hazekamp, Muskegon County Commissioner
Roger Vanderstelt, Village of Fruitport
Tom Lohman, City of Montague

B. Members Not Present

Roger Morgenstern, City of Norton Shores
Kevin McLaughlin, Harbor Transit
Wally Delamater, Village of Spring Lake (Non-Voting)
Andrew Sibold, FHWA (Non-Voting)
Elmer Hoyle, Ravenna Township
Richard Carlson, Ferrysburg

C. Others Present

Mark Fredrickson, MDOT
Steve Sanocki, Muskegon Community College
Robert Monetza, City of Grand Haven

D. Staff Present

Joel Fitzpatrick, WMSRDC
Robert Johnson WMSRDC

I. APPROVAL OF PREVIOUS MINUTES

The minutes were reviewed from the October 18th, 2023, meeting. A motion was made and supported to approve the minutes from the meeting. Motion approved. *M/S Salter/Hazekamp*

II. PUBLIC COMMENT

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

III. TRANSPORTATION IMPROVEMENT PROGRAM

FY2023-2026 TIP- No new amendments.

IV. 2050 LONG RANGE PLAN PROJECT LIST

A. Long Range Plan Update - Mr. Joel Fitzpatrick spoke about the processes of the Long Range Plan update.

V. FY2024 SAFETY PERFORMANCE MEASURES

Mr. Luke Walters explained the new safety performance targets. Targets are higher based on average of last 5 years, using that to predict what the next amount will be. Numbers have been increasing in last few years. National trends are trending in the same direction for increases. Attachment II is the number of fatalities and injuries from last year. A motion was made and supported to approve the targets set by MDOT. Motion approved. *M/S Salter/Hazekamp*

- PUBLIC TRANSPORTATION

- No update

- COMMUNITY REMARKS SOFTWARE

- Mr. Robert Johnson provided a presentation on the public involvement software. Spoke about the ongoing safety plan and how we will be incorporating Community Remarks into safety planning.

- MDOT UPDATES

Mr. Mark Fredrickson and Mr. Luke Walters provided an update.

- Staff changes, Heather Bowden is taking over for Jeff Franklin as West Unit Supervisor
- Bridge work on Business US-31, opening north bound, halfway through project. Working through winter, complete by July 4th.

VI. PUBLIC PARTICIPATION

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

VII. ADJOURN- Meeting adjourned at 2:20 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**)

ATTACHMENT II

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.