MINUTES

Grand Valley Metropolitan Council
Transportation Division
TECHNICAL COMMITTEE MEETING
Wednesday, November 1, 2017
Kent County Road Commission
1500 Scribner NW Grand Rapids, MI

Harrall, chair of the Technical Committee, called the meeting to order at 9:30 am. Those present introduced themselves to the Committee.

I. ROLL CALL AND INTRODUCTIONS

Voting Members Present
Wayne Harrall (Chair) Proxy for Mike DeVries Kent County
Sue Becker Proxy for Alpine Township
Robin Britton Tom Noreen Nelson Township
Tim Cochran David Ducat City of Cedar Springs
Darla Falcon Proxy for City of Cedar Springs
Tim Grifhorst Tallmadge Township
Tim Haagsma Gaines Charter Township
Russ Henckel Proxy for City of Wyoming
Fred Keena Proxy for OCRC
Dennis Kent Proxy for MDOT
Doug LaFave Proxy for City of East Grand Rapids
Travis Mabry Proxy for City of Walker
Scott Conners City of Walker
Liz Schelling Proxy for ITP-The Rapid
Kelly Sheeran Proxy for Algoma Township
Kevin Green Algoma Township
Dan Strikwerda City of Hudsonville
Dan VanderHeide Proxy for City of Kentwood
Tim Bradshaw City of Kentwood
Steve Warren KCRC
Chris Zull City of Grand Rapids

Staff and Non-Voting Guests Present
Mark Bott MDOT – Traffic Safety
Michael Bulthuis The Rapid
Andrea Dewey FHWA
Andrea Faber GVMC Staff
Art Green MDOT
Abed Itani GVMC Staff
Laurel Joseph GVMC Staff
II. APPROVAL OF MINUTES

Harrall entertained a motion to approve the September 6, 2017 Technical Committee minutes.

**MOTION by Haagsma, SUPPORT by Becker, to approve the September 6, 2017 Technical Committee meeting minutes. MOTION CARRIED UNANIMOUSLY.**

III. OPPORTUNITY FOR PUBLIC COMMENT

Sevensma encouraged the Committee to vote for the Rapid’s millage on November 7.

IV. FY2017-2020 TIP AMENDMENTS/MODIFICATIONS

Referring to Item IV: Attachment A, Robinson stated that MDOT, the KCRC, the City of Grand Rapids, and the City of Hudsonville are requesting to amend/modify the FY2017-2020 TIP.
Kent stated that MDOT is bringing two actions before the Committee today regarding two projects on I-196 and I-96 between Fuller Ave and the I-96 junction—a TIP amendment that reflects additional costs in scope and a MTP administrative modification that involves moving the projects from the FY2021-2030 year-grouping into FY2018-2020 year-grouping. These projects are currently listed in the MPO TIP and Plan as:

- JN45790 I-196; Fuller Ave. to I-96 Junction: Reconstruction and Operational Improvements $20,000,000
- JN126499 I-196 WB Bridge over I-96 EB-Bridge Replacement and Operational Improvements $14,500,000.

Based on opportunities to balance funding between years in the Grand Region and statewide, operational improvements to enhance traffic flow are being incorporated with the reconstruction projects already planned. The new cost of the I-196; Fuller Ave. to I-96 junction project is $23,000,000, and the new cost of the I-196 WB Bridge project is $17,000,000. Kent met with FHWA and MPO staff on October 11 to discuss these projects as well. Full details regarding the changes being requested to both projects are included in the agenda packet.

Kent introduced Green, who showed a presentation to the Committee that provided additional detail, including maps, of the projects. He noted that in the new plan, I-196 WB traffic will be diverted under I-96 EB instead of over. The movement of the alignment into the median still follows the intent of the original study. This new direction of the bridge will be simpler to construct and accrue a cost savings that allows for additional work in the I-196/I-96 interchange area and improvements along I-196 WB to Fuller Ave. Discussion ensued.

MDOT also requested the following amendments/modifications to the FY2017-2020 TIP, which Kent explained:

<table>
<thead>
<tr>
<th>FY</th>
<th>JN</th>
<th>Route</th>
<th>Location</th>
<th>Work Description</th>
<th>Phase</th>
<th>Total Cost Est. ($000)</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>18</td>
<td>200807</td>
<td>M-6</td>
<td>@ Kalamazoo Avenue</td>
<td>Freeway Lighting Upgrade</td>
<td>Const.</td>
<td>$255</td>
<td>GPA Project Cost Increase</td>
</tr>
<tr>
<td>18</td>
<td>117335</td>
<td>I-96WB</td>
<td>On-ramp from M-44C (Plainfield Ave.)</td>
<td>Widen/add ramp lane, under 0.5 miles</td>
<td>Const.</td>
<td>$1,684</td>
<td>New TOS GPA Project</td>
</tr>
<tr>
<td>18</td>
<td>126676</td>
<td>US-131NB</td>
<td>Over Cedar Creek Ave.</td>
<td>Deep Overlay, paint and related work</td>
<td>Const.</td>
<td>$2,320</td>
<td>GPA Project Cost Increase</td>
</tr>
<tr>
<td>18</td>
<td>201924</td>
<td>I-96</td>
<td>US-131 to E. County Line</td>
<td>Freeway Sign Upgrade</td>
<td>PE</td>
<td>$250</td>
<td>New TOS GPA Project</td>
</tr>
<tr>
<td>18</td>
<td>202054</td>
<td>US-131</td>
<td>In Kent county</td>
<td>Freeway Sign Upgrade</td>
<td>PE</td>
<td>$600</td>
<td>New TIP Line Item Project</td>
</tr>
<tr>
<td>19</td>
<td>127777</td>
<td>I-196WB</td>
<td>Over 32nd and 22nd Avenues</td>
<td>Epoxy Overlay</td>
<td>Const.</td>
<td>$450</td>
<td>New Brdg. Pres. GPA Project</td>
</tr>
<tr>
<td>20</td>
<td>127779</td>
<td>I-196EB</td>
<td>Over 32nd Ave.</td>
<td>Epoxy Overlay</td>
<td>Const.</td>
<td>$557</td>
<td>New Brdg. Pres. GPA Project</td>
</tr>
<tr>
<td>20</td>
<td>118616</td>
<td>I-196EB</td>
<td>32nd Ave. to east of Kenowa Ave. (44th Street ramp)</td>
<td>Reconstruction; add Weave/Merge lane from 32nd Ave to M-6 (0.9 miles) and ITS Fiber Optics</td>
<td>Const.</td>
<td>$16,100</td>
<td>TIP Line Item Cost Increase &amp; minor scope/work type chg.</td>
</tr>
</tbody>
</table>
Robinson stated that the Kent County Road Commission requested to move the FY2017 Fred Meijer Pioneer Trail Phase 2 to FY2018. Harrall noted that they’ve already built phases 1, 3, and 4, and that it will be funded with old HPP earmark funding which must be obligated by FY2019.

Robinson stated that the KCRC and the City of Grand Rapids received MDOT funded safety projects in FY2018, which included the following:

<table>
<thead>
<tr>
<th>PROJECT LIMITS</th>
<th>PROJECT SCOPE</th>
<th>JURISDICTION</th>
<th>FEDERAL/STATE</th>
<th>NON-FED</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>44th Street</td>
<td>At Stauffer Avenue</td>
<td>Signal upgrades</td>
<td>Grand Rapids</td>
<td>$187,200.00</td>
<td>$20,800.00</td>
</tr>
<tr>
<td>Fuller Avenue</td>
<td>At Fulton Street</td>
<td>Signal upgrades</td>
<td>Grand Rapids</td>
<td>$73,680.00</td>
<td>$18,420.00</td>
</tr>
<tr>
<td>Madison Avenue</td>
<td>At Alger Street</td>
<td>Signal upgrades</td>
<td>Grand Rapids</td>
<td>$329,479.00</td>
<td>$36,609.00</td>
</tr>
<tr>
<td>Michigan Street</td>
<td>At Ottawa Avenue</td>
<td>Signal upgrades</td>
<td>Grand Rapids</td>
<td>$131,040.00</td>
<td>$14,560.00</td>
</tr>
<tr>
<td>Pedestrian Upgrades</td>
<td>County wide</td>
<td>Signal upgrades</td>
<td>Grand Rapids</td>
<td>$594,000.00</td>
<td>$66,000.00</td>
</tr>
<tr>
<td>Pine Island Drive</td>
<td>At Post Drive</td>
<td>Lt lane, signal upgrades</td>
<td>KCRC</td>
<td>$360,000.00</td>
<td>$40,000.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td>$1,675,399.00</td>
<td>$196,389.00</td>
</tr>
</tbody>
</table>

The City of Grand Rapids requested to modify the limits of their Michigan Street at Ottawa Avenue safety project to Michigan Street from Monroe to Bostwick and change the scope of the project as well. The project funding remains the same. Referring to an additional handout, Robinson also stated that the City of Grand Rapids requested to move their FY2018 College and Michigan CMAQ project to FY2019, and bring forward their 2019 signal communications upgrades project forward to FY2018 in its place. The costs for both projects were close, which makes this a simple move.

The City of Hudsonville requested to move their FY2018 TAP project—Buttermilk Trail from New Holland to Allen—to FY2020. In addition, the City is requesting to add $213,500 federal to the cost of the project, which was not discussed at the TPSG Committee meeting on 10/20/17. The City is also requesting to move their FY2019 Buttermilk Trail Underpass—Prospect to Van Buren Street TAP project to the illustrative list. This TAP project had $100,000 CMAQ funding tied to the project, which is now available to be reprogrammed. Harrall expressed possible interest in using the available funding for a joint project with Kentwood in 2019 at Patterson and 44th St. and Oostema Blvd., and also suggested splitting the available funding among anyone who had CMAQ projects that year. The Rapid could also put the funding toward a bus project. Itani recommended a TPSG meeting in January to assign the funding.

Harrall added that the KCRC has a local bridge project—68th St. over the Thornapple River—that is funded for FY2020, and that the KCRC wants to advance the project to FY2018 and use FY2018 bridge funds, which are available. He asked for the group’s approval, but noted that the state’s bridge meeting isn’t until tomorrow, so the project is not a federally funded project until it is approved by this committee. Itani suggested that Harrall ask the Committee for a motion to the Policy Committee to approve this project if it is approved for state funding at tomorrow’s meeting.

Harrall entertained a motion to approve the TIP amendments/modifications.

**MOTION by Warren, SUPPORT by ZULL, to recommend to the Policy Committee approval of the amendments to the FY2017-2020 TIP requested by MDOT, the KCRC, the City of Grand Rapids, and the City of Hudsonville, as presented by staff, including the safety projects, but excluding the KCRC’s bridge project, which will be addressed in a separate motion.**

**MOTION CARRIED UNANIMOUSLY.**

**MOTION by Haagsma, SUPPORT by Cochran, to recommend to the Policy Committee approval of moving the KCRC’s 68th St. over the Thornapple bridge preventative maintenance**
project to FY2018 upon its formal approval at the state’s bridge meeting on November 2nd, with the Policy Committee having the ability to add this project to the TIP. MOTION CARRIED UNANIMOUSLY.

V. 2040 METROPOLITAN TRANSPORTATION PLAN ADMINISTRATIVE MODIFICATION

Referring to Item V: Attachment A, Faber stated that MDOT was requesting an administrative modification to the 2040 Metropolitan Transportation Plan to correspond with the amendment to the FY2017-2020 TIP. Specifically, MDOT requested to advance the following improvement projects from the MTP 2021-2030 planning year group into the 2018-2020 planning year group:

- I-196: Fuller Ave. to I-96 Junction—Reconstruction and Operational Improvements
- I-196WB bridge over I-96 EB—Bridge Replacement and Operational Improvements in the I-196/I-96 Junction vicinity

Full details regarding the changes being requested to both projects are included in the agenda packet.

Harrall entertained a motion to approve the administrative modification to the 2040 MTP.

MOTION by Warren, SUPPORT by Zull, to recommend to the Policy Committee approval of the administrative modification to the 2040 Metropolitan Transportation Plan to advance the projects identified above as requested by MDOT staff. MOTION CARRIED UNANIMOUSLY.

VI. NFC MODIFICATION

Referring to Item VI: Attachment A and two handouts, Robinson stated that the KCRC and the Village of Caledonia were requesting to add two road segments to the federal aid network—Kinsey St. between 100th St. and Main St. in the Village of Caledonia and 100th St. between Kinsey St. and Cherry Valley Ave. The request is to reclassify them both from local to minor collector. Harrall explained that the Village of Caledonia has some proposed development in this area, and they’re requesting this change in order to be proactive.

Itani questioned if the segment requested by the Village of Caledonia should be added to the National Functional Class system to compete for federal funds because almost 40% of the existing system is deficient already. He also added that just because a road is on the NFC system, it doesn’t guarantee it will receive funding in the future. Richter commented that the Village of Caledonia is aware that adding Kinsey to the NFC doesn’t guarantee it will receive funding. But they are aware that the road is currently functioning as a minor collector, so adding the road segment to the NFC makes sense as they look to the future.

Warren asked if the Village of Caledonia was a member of Metro Council and commented that while we have more needs than resources, if the road operates like a minor collector, then it should be added to the network. Itani stated that because the Village of Caledonia is in the MPO area, they can make this request regardless of their member status. But he reiterated his concern that they would anticipate funding for this project. Robinson asked if there was a policy about developers having to help pay for roads if modifications are needed. Harrall stated that it depends, but if a left turn lane is required, they can request that. Discussion ensued.
Itani stated that this item needs endorsement from the Committee. He recommended that if the road functions as a collector, the MPO should add it to the system. However, all the MPO can do is recommend to MDOT that they add it to the system. Discussion ensued.

Harrall entertained a motion to approve adding the identified road segments to the NFC system.

**MOTION by Warren, SUPPORT by Zull, to recommend to the Policy Committee support of adding the identified segments of Kinsey St. and 100th St. in the Village of Caledonia to the federal aid network. MOTION CARRIED UNANIMOUSLY.**

**VII. PRESENTATION ON SAFETY PERFORMANCE MEASURES**

Referring to **Item VII: Attachment A**, Bott gave a presentation to the Committee on safety performance measures. The safety final rule establishes five performance measures as the five-year rolling averages for: (1) Number of Fatalities, (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT), (3) Number of Serious Injuries, (4) Rate of Serious Injuries per 100 million VMT, and (5) Number of Non-motorized Fatalities and Non-motorized Serious Injuries. MDOT has established targets for these performance measures for 2018 (listed below), and the MPOs have until February 27 to adopt the state’s targets, establish their own, or decide on a combination of both.

<table>
<thead>
<tr>
<th>Safety Performance Measure</th>
<th>Baseline Through Calendar Year 2016</th>
<th>Calendar Year 2018 State Safety Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>963.0</td>
<td>1,003.2</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td>1.00</td>
<td>1.02</td>
</tr>
<tr>
<td>Serious Injuries</td>
<td>5,273.4</td>
<td>5,136.4</td>
</tr>
<tr>
<td>Serious Injury Rate</td>
<td>5.47</td>
<td>5.23</td>
</tr>
<tr>
<td>Nonmotorized Fatalities &amp;</td>
<td>721.8</td>
<td>743.6</td>
</tr>
<tr>
<td>Serious Injuries</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Bott stated that he wouldn’t be surprised if some MPOs decided to set their own non-motorized targets but supported the rest of the state’s targets. He noted that safety targets will need to be resubmitted every year. Bott suggested that the Committee consider developing goals, and then down the road, the MPO may feel comfortable enough to call the goal a target. He noted that, as of today, the full responsibility for meeting the targets is on MDOT whether the MPOs support the state’s targets or develop their own, and MDOT will be penalized if targets are not met.

Keena asked if there has been discussion with law enforcement on how serious injuries are being coded. Bott stated that there have been discussions about keeping coding consistent across states. Zull stated that he has seen an uptick in distracted driving, drug use, and alcohol, and asked if this was being considered by law enforcement when injuries and fatalities were coded. Bott stated that until this point, it hasn’t been recognized separately. Zull added that the demographics of drivers are also shifting, with more senior drivers on the road. Discussion ensued.

Robinson asked how the Committee wished to proceed. Zull recommended discussing this further at a future meeting, including how the safety targets fit in with other local initiatives, goals, and objectives. Itani recommended that staff look at the targets and perform an analysis on the local system to see how our data aligns with the state targets and make a determination from there. Bott suggested that the Committee support MDOT’s FY2018 targets, but then start work on determining whether or not they wanted to develop their own targets for FY2019. Harrall suggested that the Committee defer this conversation to another meeting. Itani stated that staff would investigate this further and propose a recommendation at a future meeting. Discussion ensued.
VIII. OTHER BUSINESS

None

IX. ADJOURNMENT

MOTION by Harrall, SUPPORT by Henckel, to adjourn the November 1, 2017 Technical Committee meeting at 11:09 am. MOTION CARRIED UNANIMOUSLY.