
TECHNICAL COMMITTEE MEETING**Wednesday, September 1, 2021****9:30 AM**

The Rapid Central Station Conference Room

250 Grandville Ave SW

Grand Rapids, MI 49504

AGENDA

Laughlin, Chair of the Technical Committee, called the September 1, 2021, meeting to order at 9:33 am.

I. ROLL CALL AND INTRODUCTIONS**Voting Members Present**Brett Laughlin, *Chair*

Kristin Bennett

Tim Bradshaw (*Vice Chair*)

Scott Conners

Shay Gallagher

Tim Haagsma

Wayne Harrall

*Proxy for**Mike DeVries*

Dennis Kent

*Proxy for**Mike Burns*

Tyler Kent

*Proxy for**Luke Walters*

James Kilborn

Jim Kirkwood

Terry Martin

Jeff Oonk

*Proxy for**Russ Henckel*

Charlie Sundblad

Steve Warren

Kevin Wisselink

Ottawa County Road Commission

City of Grand Rapids

Caledonia Twp.

City of Walker

Village of Sparta

Gaines Charter Township

County of Kent

Grand Rapids Township

MDOT

City of Lowell

MDOT

Ottawa County

City of Kentwood

Carrier and Gable

City of Wyoming

City of Grandville

Kent County Road Commission

ITP-The Rapid

Staff and Non-Voting Guests Present

Brad Doane

Andrea Faber

Laurel Joseph

Terry Martin

Aman Pannu

George Yang

Mike Zonyk

GVMC Staff

GVMC Staff

GVMC Staff

Carrier and Gable

GVMC Staff

GVMC Staff

GVMC Staff

Voting Members Not Present

Adam Elenbaas
 Bill LaRose
 Brian Hilbrands
 Clint Nemeth
 Don Tillema
 Doug LaFave
 Janet Arcuicci
 Jeff Thornton
 Jerry Hale
 Jim Holtvluwer
 Jim Ferro
 John Said
 Kevin Green
 Laurie Van Haitsma
 Liz Schelling
 Luke Walters
 Mark Bennett
 Matt McConnon
 Mike Burns
 Mike DeVries

Nicole Hofert
 Phil Vincent
 Rick DeVries
 Rick Solle
 Rick Sprague
 Robert Miller
 Rod Weersing
 Russ Henckel
 Sue Becker
 Terry Brod
 Terry Schweitzer
 Tom Noreen

Allendale Township
 City of Cedar Springs
 Cascade Charter Township
 Gerald R. Ford Intl. Airport
 Byron Township
 City of East Grand Rapids
 MDOT
 Village of Caledonia
 Lowell Township
 Ottawa County
 Ada Township
 Ada Township
 Algoma Township
 Jamestown Township
 ITP - The Rapid (alternate)
 MDOT
 Tallmadge Township
 Courtland Township
 City of Lowell
 Grand Rapids Charter
 Township
 City of Wyoming
 City of Rockford
 City of Grand Rapids
 Plainfield Charter Township
 Kent County (alternate)
 City of Hudsonville
 Georgetown Township
 City of Wyoming
 Alpine Township
 Cannon Township
 City of Kentwood (alternate)
 Nelson Township

II. APPROVAL OF MINUTES

Laughlin entertained the following motion:

MOTION by Harrall, SUPPORT by Bradshaw, to approve the May 5, 2021, Technical Committee minutes. MOTION CARRIED UNANIMOUSLY.

III. PUBLIC COMMENT
No public comments.

IV. TIP AMENDMENTS

Referring to Item IV: Attachment A, Joseph introduced the following amendments/modifications to the FY2020-2023 TIP that were described in the agenda package. They are as follows:

- MDOT is requesting the amendments/modifications to the TIP project list in the attached pending projects and GPAs summary. One of these additions triggered a GPA threshold increase for the FY2022 Trunkline Traffic Operations and Safety GPA. MDOT is also requesting committee review of the S/TIP exempt project list, which has been modified to show only the projects that have undergone changes since the last committee meeting. Joseph added that work from one project has also been diverted to another project.
- D Kent explained the MDOT amendments and S/TIP exempt project list changes in further detail. He noted that there was a phase abandonment on one of the ITS Applications project where the EPE phase was combined with the PE phase. The bridge replacement project on I-196 over the Grand River and Market Avenue expected a significant budget increase due the use of an old estimate. M-6 WB over Miller Drain rehabilitation project had significant damage due to a crash which demanded emergency repair that is programmed for this year, but the construction will not be completed until next year. The Active Traffic Management System project on US-131 from I-96 north to Post drive will use the shoulder as a separate lane during peak hours similar to the shoulder-use on US-23 by Ann Arbor. The project needs more improvements; however, it will be less extensive than adding a full additional lane, and the EPE phase will be start soon in the future.
- The Rapid is requesting to modify the FY 2020 and 2021 Transportation Improvement Program (TIP). Joseph added that the Rapid has received some COVID relief funding that is not legally required to be in the TIP, and the Rapid is requesting committee acknowledgment and use of the committee public involvement process to satisfy their section 5307 public involvement requirements. This will not be included in the TIP, but it is going to be programmed in JobNet and will appear in the S/TIP exempt list for committee review each month.

MOTION by Bennett, SUPPORT by Harrall, to recommend approval of the TIP amendments requested by MDOT and The Rapid to the Policy Committee.
MOTION CARRIED UNANIMOUSLY.

V. FY2023-2026 TIP DEFICIENCIES MAP APPLICATION

Referring to Item V: Attachment A, Zonyk explained that, in preparation for programming of the FY2023-2026 TIP, GVMC staff has completed the deficiencies analysis and compiled all the information in an online application.

This map application will help identify possible candidates for road improvements. The entire federal aid road network was included in the data minus the MDOT

routes. Zonyk shared his screen and demonstrated the use of the application live and answered any questions regarding its functionality. He explained that a splash page will pop up that describes the general functionality of the map. This page will open each time the link is opened so it can be referred to again. To use the application, the user will have to accept the liability statement located at the bottom of the splash page. The layer list is displayed on the right side that includes the general deficiencies data layer in blue along with other supplemental information like condition deficient information, congestion deficient information, etc. Multiple layers can be turned on to see the areas that carry data from both layers. These layers also include environmental justice and urban area data as well. Other filters are located on the left side of the website page that can help narrow down the results by jurisdiction, government unit, etc. PASER ratings, condition deficient, level of service severity, fatal accident, bike/pedestrian fatality, bike/pedestrian serious or fatal crash, and safety deficient are some of the other filters that can be turned on and off; they are also located on the left of the application. The table located at the bottom center of the application can be minimized to better view the map, and it can also be exported into a CSV file that contains all the data shown in the map with the different filters turned on or off. Staff has also included three map widgets on the upper left corner of the map. The M widget tells the user how many miles have been selected through the different layers; the select and export to GeoJSON file widget lets you export the data into a shapefile, and the measurement widget lets the user measure the number of miles of a section of the road in a certain layer. Zonyk asked the committee if there were any questions or comments regarding this application.

- T Kent mentioned that the map is a great resource for the next TIP development and for future projects. Laughlin added that the map is very user-friendly. Conners also mentioned that this application is very easy to use.
- Laughlin asked how the application data would be kept up to date as improvements occur. Zonyk answered that the staff has a separate annual application that updates the PASER ratings that are collected through the year; however, this application was developed just for the TIP. Joseph added that this app was developed specifically for deficiencies in relation to the call for projects for the next TIP; it was created to represent data in a map form that could be helpful to jurisdictions instead of the spreadsheets that have been used in the past. She added that an annual update to the deficiency list has not yet been discussed but it is something that could be considered in the future.
- T Kent added that the different data types included in the application get updated in different cycles throughout the year which would make it difficult to update all information of the map at one time.
- Bennett agreed with T Kent and added that it is great to have this tool in advance to submitting projects and having updates once a year helps them with capital planning and progress in terms of budgeting. Bennett also asked for clarification on the difference between the bike/pedestrian fatality and bike/pedestrian serious or fatal crash. Zonyk clarified that the Bike/pedestrian fatality indicates a fatality, and the bike/pedestrian serious or fatal crash indicates serious injuries.

- Harrall inquired if the percentage on the pavement conditions is a locked amount or could it be changed when added to a different query. Zonyk explained that the amount can be changed with a different query. Joseph added that once the proposals are submitted in the spreadsheet that is provided, staff would take all the projects and put them together and add the performance measures information that can be verified as a body if the fixed/proposed amount aligns with the PASER rating.
- Bennett asked if a traffic signal turn on/off data can be added to the application. Zonyk responded that if the committee thinks there is any data that adds value to this application, a supplemental information layer can be included.
- T Kent added that for the last TIP cycle, FHWA had required MDOT and the MPOs to have one map, and the S/TIP map is proposed to be live later this year that will include all the TIP projects and the other MPOs from state. Joseph added that there is a question to whether the map would be live for public engagement, and it is likely that we will have to use our own map.

VI. OTHER BUSINESS

- Joseph gave an update on the Airport Access Study RFP. She stated that the RFP study is public, and the schedule was updated to allow for the GVMC board to act on the draft contract however, the due date is still unchanged (mid-September). The TDM RFP is slightly delayed because the state legislature has not taken any action regarding the release of the COVID funds hence, we cannot advertise the project until we are certain about the funding. Joseph explained that the funding does not need to be spent all in one fiscal year, and that the funds can be carried onto the next fiscal year.
- D Kent added that the M37 study alternative analysis for 92nd to 76th St segment meeting is scheduled for late October and will be in the next TIP.
- Faber shared her screen and introduced the two new PSAs for the Safety Education and Outreach Program and the Clean Air Action Program. Both were played during a recent Tigers game promotion.
- Yang gave an update on the safety data. He explained that due to the pandemic and state lockdowns, there has been fewer VMTs and in Michigan, specifically in the GVMC region, there has been a fewer number of vehicle crashes. However, the fatalities in Michigan have increased 10% from 985 fatalities in 2019 to 1083 fatalities in 2020. In the GVMC region, the fatalities increased 7.3% since 2019. Yang also added that the pedestrian fatalities in the GVMC area also increased from 10 in 2019 to 12 fatalities in 2020 and in the state of Michigan the fatalities increased from 151 in 2019 to 178 in 2020. Yang also announced that GVMC is looking for partners to promote pedestrian safety materials like bike lights, reflective belts, reflective bracelets, etc. Faber added that the bike lights have been a very popular item at events and that GVMC has been providing the safety items for events in different localities. GVMC recently donated a box of safety materials to the Kent County Sherriff's Office and are planning to donate more safety materials to the Riding for Ryan event in September.

- Bennett added a comment regarding the pedestrian fatalities, stating that there are other issues regarding safety of pedestrians like proper lighting, positioning of the bikes, crossing intersections, careless drivers, etc. that need more attention along with providing people with safety items like reflective gear and bike lights.
- Joseph reminded the committee that the election of officers will take place in November and asked the members to think about nominations.
- Zonyk added that the application would be posted on the TIP webpage.
- Harrall asked if the PASER rating tool was based on data from 2021. Joseph affirmed that the data is from 2021.

VII. **ADJOURNMENT**

Laughlin, Committee chair, adjourned the September 1, 2021, Technical Committee meeting at 10:15 am.