



Planning & Technology Committee Members

Mayor Rosalynn Bliss

Jack Hoffman

Robert Postema

Terry Schweitzer (Chair)

Paul Troost

Citizen Members:

Ryan Anderson

Dave Bulkowski

PLANNING & TECHNOLOGY COMMITTEE MEETING

Monday, July 12, 2021 – 8:30 a.m.

Rapid Central Station Conference Room (250 Grandville, SW) | Virtual Meeting

AGENDA

	<u>PRESENTER</u>	<u>ACTION</u>
1. PUBLIC COMMENT		
2. MINUTES – March 8, 2021	Terry Schweitzer	Review
3. INFORMATION		
a. Laker Line Expanded Scope	Nick Monoyios	
b. Division United Implementation	Nick Monoyios	
c. Township Policies – External Scenarios	Nick Monoyios	
1) Special Olympics in Byron Township		
2) Whitecaps Ballpark		
3) Cascade Engineering		
d. COA Expanded Priorities	Max Dillivan	
e. Ridership Update and Wave Card Customer Appreciation Data	Max Dillivan	
f. The Future of Transit Demand – Paradigm Shift	Nick Monoyios	
g. Upcoming Conferences	Nick Monoyios	
4. ADJOURNMENT		

Next meeting: September 13, 2021



Future Planning & Technology Committee Members

Mayor Rosalynn Bliss Jack Hoffman Robert Postema Terry Schweitzer (Chair) Paul Troost
Citizen Members: Ryan Anderson Dave Bulkowski

PLANNING & TECHNOLOGY COMMITTEE MEETING MINUTES

Monday, March 8, 2021 – 8:30 a.m.

Virtual Meeting

ATTENDANCE:

Committee Members Present:

Ryan Anderson, Mayor Rosalynn Bliss, Dave Bulkowski, Jack Hoffman, Rob Postema, Terry Schweitzer, Paul Troost

Committee Members Absent:

Staff Attendees:

Max Dillivan, Julie Ilbrink, Deron Kippen, Bill Kirk, Steve Luther, Linda Medina, Nick Monoyios, James Nguyen, Andy Prokopy, Steve Schipper, Brittany Schlacter, Kevin Wisselink

Other Attendees:

Steven Duong, Lynee Wells, Jeremy Windsor

Mr. Schweitzer called the meeting to order at 8:30 a.m.

1. PUBLIC COMMENT

No public comments were offered.

2. MINUTES

The minutes from the January 11, 2021 meeting were reviewed and approved as written.

3. DISCUSSION

a. Division United

Mr. Monoyios provided an update on the Division United plan. Mr. Duong reviewed a presentation with the team.

What is Division United?

- It is a TOD study focused on the intersection of the Silver Line and a partnership of the cities of Grand Rapids, Kentwood and Wyoming.

What was the process?

- The process involved public input, existing corridor conditions, and planning goals and principles. The process will also incorporate visualizations and renderings, development strategy, intermodal connectivity, and the TOD strategy plan. The final step will be implementation and action plan.
- COVID shutdowns did delay the project by a few months.

How did we engage the community?

- Worked with the community with a connectors program which allowed discussion even during COVID.
- Hosted “Better Block” events and Incremental Development Workshops

What are the recommendations?

- Mobility and Connectivity
- Shared Use Paths
- Pedestrian Refuge Islands and median islands on and adjacent to Division Avenue
- Mobility hubs

b. Fixed Route Ridership Report

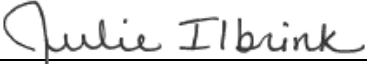
Mr. Dillivan shared an update on fixed route ridership. He expressed there have been a few changes since the start of 2021 with some schools going back to in-person learning.

4. AJOURNMENT

This meeting was adjourned at 9:23 a.m.

The next meeting is scheduled for May 10, 2021

Respectfully submitted,



Julie Ilbrink, Board Secretary

Date: June 30, 2021
To: Planning & Technology Committee
From: Nicholas Monoyios – Planning Manager
Subject: LAKER LINE – EXPANDED SCOPE UPDATE

OVERVIEW

In June 2021, the Federal Transit Administration (FTA) announced an award to proceed with \$3.97M of federal Capital Investment Grant (CIG) funds to apply toward our Laker Line expanded scope proposal using the project cost savings (approximately \$10M). ITP will also receive a 20% match from the Michigan Department of Transportation (MDOT) for an estimated total budget of \$5M.

ITP’s formally submitted proposal included \$7.8M of improvements (see Table 1) and internally reviewed the list for further evaluation. It was concluded to omit the *Additional Station Platforms at Collindale* as it was determined to have the lowest value for the cost.

Staff is actively refining the cost estimates and procedural requirements necessary to implement the remainder of the items and are awaiting a kick-off meeting with the FTA to discuss the project management details.

PROCEDURAL CONSIDERATIONS

All of these items would follow due process related to feasibility, necessary public outreach, NEPA, and third-party agreements. Additionally, all items requiring professional services have been included in the costs and would follow appropriate procurement guidelines for authorizing contracts.

All costs are associated within the existing Board authorization to expend the Laker Line project grant award.

ORIGINAL EXPANDED SCOPE PROPOSAL

In early October 2020, the FTA requested the submission of a finalized menu. The proposed items were submitted on October 9th with a total cost of \$7,874,300 and included:

Table 1 – Original Expanded Scope

Original Expanded Scope Proposal		
1	Vehicle Safety & Operational Enhancements (Plexi screens, UV lights, ADAS, and wireless stop-request push buttons)	\$472,000
2	Additional CNG Compressor at fueling station	\$905,000
3	Park & Ride at Cummings	\$1,836,000
4	Added Station Platforms at Collindale	\$2,015,300
5	One (1) Additional BRT Vehicle	\$835,000
6	Wireless Point-to-Point or Fiber Configuration (for seven (7) platforms currently using cellular communications)	\$324,000
7	Landscaping at Standale Trail	\$75,600
8	Additional parcel south of Laker Line facility (additional outdoor storage and training)	\$624,000
9	Bus-Only Lane Designation on Monroe Ave.	\$432,000
10	Contingency	\$355,400
	Total	\$7,874,300

Date: June 30, 2021
To: Planning & Technology Committee
From: Nicholas Monoyios – Planning Manager
Subject: DIVISION UNITED IMPLEMENTATION

CURRENT STATUS

In June 2021, the all the project team and public comments were included within Division United final plan and is currently undergoing final formatting and grammatical review. The final plan will be delivered in July 2021. The documentation and all associated activities can be found at <http://www.divisionunited.org>

NEXT STEPS

COMMUNITY CONNECTORS

The project team is currently reviewing models for continuing Division United’s Community Connector program. The Community Connectors were composed of six (6) community members with strong South Division networks of varying demographics, interests, and backgrounds. The Connectors were responsible for gathering community insights and concerns, sharing Division United progress, and ultimately acting as liaison between the community and project team.

The project team is actively discussing the most effective model for extending the Community Connector program to ensure the continuation of the Division United implementation momentum.

MARKETING VIDEO

A Division United marketing video was included in the project scope. Highlighting the distinct uniqueness and diversity of the existing corridor, the video will be used to generically promote the value of Division United. The content is currently being reviewed and refined by the project team and will be shared upon completion.

MUNICIPAL ADOPTION

Upon completion of the final documentation, the partnering cities will begin their respective planning processes to proceed with formal adoption of the plan.

LEGISLATIVE FOLLOW UP

The consultant team is finalizing a list of legislative considerations required to implement or greatly improve the efficacy of the transportation/mobility and land-use and economic development outcomes identified in the plan. Staff will share this document with the Committee upon completion.

Date: June 30, 2021
To: Planning & Technology Committee
From: Nicholas Monoyios – Planning Manager
Subject: TOWNSHIP POLICIES – EXTERNAL SCENARIOS

BACKGROUND

ITP’s historic policy for providing service outside of the six-city partnership was restricted to a contractual basis for recovering operating costs. An outcome of the Comprehensive Operational Analysis (COA) included many recommendations to serve growing demand outside of the six-city service area and based on public demand from residents within the six-cities.

In Spring 2021 and prior to COA approval, Chairman Kepley assembled an ad-hoc committee of ITP Board members to deliberate on policy considerations for proceeding with these recommendations. The Committee considered two (2) scenarios for policy orientation, an *Internal* and *External Scenario*. The *Internal Scenario* policy was based on a recommendation for outside service from an ITP planning outcome, and the *External Scenario* is based on outside service not related to an ITP planning outcome.

While the recommendations from the COA are all considered ‘internal’ due to the planning function involved, community partners from outside the service area have recently contacted staff to address their mobility needs.

COMMUNITY PARTNER CONVERSATIONS

SPECIAL OLYMPICS COMPLEX

In Spring 2021, ITP staff met with the CEO of the Special Olympics of Michigan to discuss the development plans and activity expectations of their new headquarters on 68th St. The complex will also include administrative offices for many other community partners (i.e. DAKC, DSAWM, Thresholds, Mental Health Foundation of West Michigan, and a few others).

Currently Route 1B serves this location (across the street) with a currently unsignalized crosswalk. This poses significant safety concerns especially with the additional volume of special needs riders anticipated for using this stop. Staff is actively evaluating an array of solutions to improve the accessibility of serving this location.

Moreover, the current limited span of service on Route 1B will not effectively accommodate the complex’s primary event times in the evenings and weekends. Staff is coordinating with the Special Olympics staff to ascertain upcoming events and activity times along with anticipated origin/destination data to effectively provide solutions to consider.

CASCADE ENGINEERING

Cascade Engineering reached out to staff in May 2021 to inquire about mobility solutions for 2nd shift employees. They stated that many existing and prospective hires have stated that their transportation needs that are not able to be accommodated by the current limited fixed route service (ending at 6:30PM). Transportation barriers have been identified as a primary constraint related to the recent labor shortage phenomenon.

Staff will coordinate with Cascade Engineering to retrieve employee travel data and also coordinate with Cascade Township to help identify potential solutions.

LMCU BALLPARK – WEST MICHIGAN WHITECAPS (WMW)

ITP staff met with the CEO of the WMW at LMCU Ballpark to discuss options for providing transit for their approximately 400 seasonal employees, with a majority of travel demand occurring within a late afternoon and late-night window. The Rapid does not currently provide service in the vicinity of the ballpark, and the ballpark is located outside of The Rapid service area.

ITP staff will work with WMW staff to compile data for evaluation and coordinate with Plainfield Township to determine potential solutions.

NEXT STEPS

Staff will continue to evaluate and provide potential solutions with these 'external' partners while proceeding with the development of the *External Scenario* of the eventually revised Township Policy. The update policy will help guide how ITP can proceed with providing mobility solutions to community partners outside of the six-city service area.

Date: June 30, 2021
To: Planning & Technology Committee
From: Max Dillivan, AICP – Senior Planner
Nicholas Monoyios – Planning Manager
Subject: COA EXPANDED PRIORITIES

BACKGROUND

In March 2021, the ITP Board approved the Comprehensive Operational Analysis (COA) cost-neutral Preferred Alternative for implementation in August 2021. Also incorporated in the scope of work for the COA process included both a series of both near and short-term recommendations for future implementation.

These recommendations include:

- Improved frequencies
- Improved span (hourly duration of service)
- Improved weekend service
- Expanded service into adjacent Townships
- Late night service
- Enhanced commuter service

CURRENT STATUS

This series of expanded service improvements have been developed and are currently undergoing final staff review. Staff intends on presenting these expanded priority recommendations to the Planning & Technology Committee at the September 2021 meeting for review, consideration, and determination of next steps.

Date: June 30, 2021
To: Planning & Technology Committee
From: Max Dillivan, AICP – Senior Planner
Subject: RIDERSHIP UPDATE & WAVE CARD CUSTOMER APPRECIATION DATA

BACKGROUND

Staff will present up-to-date fixed route ridership trends along with the ridership impact of the promotional Wave Card customer appreciation event (June 20 – June 30).