

TRANSPORTATION ADVISORY COMMITTEE

April 26, 2011

There was a **Transportation Advisory Committee** meeting of the Lima-Allen County Regional Planning Commission held on **Tuesday, April 26, 2011**, at **1:30 p.m.** in the Conference Room of the Commission office located at 130 West North Street, Lima, Ohio.

The agenda was as follows:

1. Roll Call
2. Approval of TAC minutes – March 21, 2011
3. RTA Report
4. Draft Spot Safety Curve Improvement Study
5. Title VI Plan Update
6. Final Draft FY 2012-2015 Transportation Improvement Program
7. Final FY 2012 Unified Planning Work Program (UPWP)
8. Final CSX Railroad Grade Crossing Safety Analysis
9. Other
10. Adjournment

A quorum being present, Kirk Niemeyer brought the meeting to order and proceeded with the agenda.

1. **ROLL CALL**

Ms. Teresa Adams	City of Lima
Mr. Mark Droll	Kohli & Kaliher
Ms. Shelley Gould	Allen County Regional Transit Authority
Mr. Steve Kayatin	Allen County Sanitary Engineer
Mr. Kirk Niemeyer	City of Lima
Mr. Doug Post	Amanda Township
Mr. Brion Rhodes	Allen County Engineer's Office
Mr. Charles Schreck	ODOT District One
Mr. Jeff Sprague	Allen Economic Development Group
Mr. Brad Swick	Allen County

GUESTS

Ms. Kathy Streng	DLZ
Mr. Scott Knebel	LJB, Inc.

STAFF

Mr. Thomas Mazur	Lima-Allen County Regional Planning Commission
Mr. James Patterson	Lima-Allen County Regional Planning Commission
Ms. Marlene Schumaker	Lima-Allen County Regional Planning Commission
Ms. LeeAnn Sypherd	Lima-Allen County Regional Planning Commission

2. **APPROVAL OF TAC MINUTES – March 21, 2011**

Motion 25 (04-26-11) TAC

Shelley Gould made the motion that the TAC minutes of March 21, 2011 be approved. Seconded by Brion Rhodes; motion carried.

3. RTA REPORT

Shelley Gould reported that the Allen County Regional Transit Authority (ACRTA) staff has been attending different training seminars all through this month. Shelley Gould reported that the ACRTA will soon be experiencing its triennial review; this review is when the federal government conducts an audit of the ACRTA over the past three years. Three of the ACRTA attended a workshop in preparation for the triennial review. Shelley Gould reported that two members of the ACRTA staff attended a Federal Transit Authority (FTA) financial seminar; three ACRTA staff members attended a safety seminar and two other ACRTA staff members attended a drug and alcohol seminar. Shelley Gould reported that the ACRTA is going through its annual audit at this time.

Motion 26 (04-26-11) TAC

Jeff Sprague made the motion to accept the ACRTA report. Seconded by Doug Post; motion carried.

4. DRAFT SPOT SAFETY CURVE IMPROVEMENT STUDY

James Patterson reported that the reason that the preface is being handed out separate from the report is due to the water damage the building sustained last week which put portions of the report a bit behind schedule. James Patterson reported that part of the impetus to conduct this study was a fatal crash that occurred on Northshore Drive early this year. This was the third fatal crash on this stretch of road in the last four years. During the fatal review of this crash, the Fatal Review Team suggested that a study of the curves within Allen County that have experienced fatal crashes be studied for possible improvement. James Patterson reported that the Preface states that crashes for horizontal curves are about three times that of other highway segments. Approximately 76 percent of curve-related fatal crashes involve single vehicles leaving the roadway and striking trees; those that strike a fixed object have an approximate 50% chance of survival. James Patterson reported that staff reviewed all of the curves within Allen County and there were nine curve locations that had fatal crashes. Staff then narrowed the nine down to four curve locations as the most problematic. James Patterson reported that the Ohio Department of Transportation (ODOT) has deemed this report as a pilot program for other Metropolitan Planning Organizations (MPO) within the State of Ohio; ODOT is also willing to fund some of the improvements to these curves. The report primarily looks at low-cost improvements such as correct signage, pavement markings and shoulders and edge work may need to be completed. James Patterson reported that the four targeted curves are the curve at Dutch Hollow Road that goes past the cemetery. This particular curve experienced a fatal crash approximately a year ago where a vehicle failed to negotiate the curve and the vehicle ended up in the cemetery. The second targeted curve is on Napoleon Road between the Villages of Lafayette and Beaverdam. The roadway has one curve and has experienced approximately a dozen crashes. Third targeted curve is on North Street where North Street becomes Reservoir Road at the water treatment plant. The roadway has a double turn and the 2010 crash data has not been officially released but there have been approximately ten crashes in this area. Finally, Zurmehly Road between Shawnee Road and the Shawnee High School has two curves approximately a half mile from each other and there were eight crashes along this section of roadway over a five-year period. James Patterson reported that each section is dedicated to each of the targeted curves; each section contains tables of crash summary data such as contributing factors and rate of return. Each section also contains photos of the curves as well as an aerial and collision diagram which details the type of crashes that have occurred; another aerial highlights the recommended improvements. James Patterson reported that the majority of the recommended improvements are upgrade signs, add chevrons, add directional arrows, edge markings, etc. Thomas Mazur requested that the Committee members review the report and forward

4. DRAFT SPOT SAFETY CURVE IMPROVEMENT STUDY (Continued)

comments and suggestions to staff. Staff attempted to focus on those roadways that received complaints in the past. Thomas Mazur reported that staff focused on low-cost improvements. Thomas Mazur reported that ODOT is in the process of reviewing all of its curves around the state. Staff began the process at the macro level and moved down to the micro level. There are no pavement conditions or recommendations contained within this report. There is one recommendation to improve the edges of one of the curves. Thomas Mazur reported that this report will be submitted to the District Safety Review Team at the next scheduled meeting. Kirk Niemeyer reported that he had received an email from Evelyn Smith about the recent fatal crash on Northshore Drive and asked if that roadway would be added to this report. Thomas Mazur reported that due to the configuration of the roadway and the number of utility poles along that roadway, staff did not include it in the report; staff focused on low-cost improvements at curves. The Northshore Drive improvements will not be low-cost for several reasons including the relocation of the utility poles. Thomas Mazur requested a motion to accept the report as a draft.

Motion 27 (04-26-11) TAC

Brion Rhodes made the motion to accept the Draft Spot Safety Curve Improvement Study and forward the recommendation on to the TCC for approval. Seconded by Mark Droll; motion carried.

5. TITLE VI PLAN UPDATE

Thomas Mazur presented two packets to Committee members. The Committee has received reports and held discussions ensuring that all of the MPO's transportation plans, programs and services are available to all persons within Allen County regardless of race, color, creed, religion, sex or gender. This listing also now includes disability status. Limited English Proficiency (LEP) has become a "hot button" issue as it pertains to plans, programs and services. Thomas Mazur reported that when the Public Participation Plan was composed, discussions were held pertaining to the availability of Spanish language copies of the Plan as well as Braille and large font copies. Translators have been added to the Plan. Thomas Mazur reported that contained within the agreement which ODOT and the MPO enters into every two years; there is verbiage that requires the MPO to identify what it is doing to comply with the Civil Rights Act of 1964 and Title VI. Thomas Mazur reported that the document with "Draft" across the front is an overview of the policies and procedures that the MPO utilizes internally in the event of a complaint received from a person of a protected class and who was denied services. The document reviews the complaint procedures and includes the forms. The document is in a draft status as there are a few other items to be added. Staff will push for a meeting with ODOT Central Office to review the document and gather input. Thomas Mazur reported that the second document reviews the MPO's contractual obligations. The Committee received information at a previous meeting pertaining to Disadvantaged Business Enterprises (DBE) or the lack of them within Allen County. Staff has to reach out approximately 70 miles to find a certified DBE. There are no engineering firms within Allen County that are considered a DBE; the closest ones are located in Cincinnati and Columbus. Thomas Mazur reported that in the past, the Lima-Allen County Regional Planning Commission (LACRPC) was forced, in order to meet the goals and objectives of Title VI, has hired a consultant and included a clause in the contract stating that a DBE must be hired as a sub-contractor to complete some of the work stated in the contract. The LACRPC does not hire many consultants and staff is attempting to determine what ODOT considers contractual services; is health insurance and building insurance considered services or contracts. Thomas Mazur requested input from Committee members pertaining to this issue if any members have any insight or experience in this area. Staff is trying to meet the intent of the questions that ODOT has asked. Thomas Mazur

5. TITLE VI PLAN UPDATE (Continued)

reported that these documents are also contained within the FY 2012 Unified Planning Work Program (UPWP). Thomas Mazur reported that the table on the front page of the second hand out reviews the staff of the LACRPC and as the Committee can see, the LACRPC does not have a diverse staff; all are white, predominately male and all have advanced college degrees/licenses. The LACRPC has a formalized procedure in place for complaints and at this time, no complaints have been received. The LACRPC has an Equal Employment Opportunity Officer (EEOO) on staff. Thomas Mazur reported that the LACRPC has an active outreach to the local neighborhood associations and staff attempts to answer all of their questions and concerns. Thomas Mazur asked if Kirk Niemeyer has encountered any issues with meeting Title VI requirements. Kirk Niemeyer reported that the City of Lima reviews its projects and makes accommodations as necessary. Thomas Mazur reported that each of the projects that are funded with federal Department of Transportation (DOT) monies go through the Travel Demand Model and the implications to communities are reviewed as impact and which communities are minority, elderly, poverty stricken, etc. The different variables are reviewed and staff attempts to define any negative consequences in relation to travel time in these communities. Thomas Mazur reported that after all of the projects contained within the current Transportation Improvement Program (TIP) were modeled, there was an increase of 18 seconds increased travel time in six Traffic Analysis Zone's (TAZ). No action is required at this time.

6. FINAL FY 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM

Marlene Schumaker presented a handout of Table 14 from the Final FY 2012-2015 Transportation Improvement Program (TIP) and reported that last Friday staff was not in the office due to the water damage to the building but she received an email from ODOT containing a number of changes to the TIP document. Marlene Schumaker reported that any item highlighted in yellow is a change and any item highlighted in green is to be removed. These changes will also change the wording in the TIP document as well as change all other tables contained within the TIP document; this translates into approximately 90% of the document will need to be changed. Marlene Schumaker reported that the first draft of the TIP contained approximately \$246 million in projects, the second draft contained approximately \$235 million in projects and this "final" draft contains approximately \$238 million in projects. The document is due to ODOT in the first week in May. There will be no time to present it to the Committee again but all the new changes will be made and a summary of the changes forwarded on to Committee members. The MPO funds have not changed since last month's TAC meeting. Charles Schreck reported that the Safe Routes to Schools project in the Village of Elida is one of the new projects added to this TIP. Steve Kayatin asked if the highlighted in yellow projects could also mean that funds were reduced. Marlene Schumaker responded in the affirmative. Thomas Mazur reported that with these new changes all of the maps within the TIP document will also need to be changed. Kirk Niemeyer stated that he was under the understanding that a project did not receive a PID number until after the engineering had been completed yet it appears that there are some projects that already have PID numbers assigned that have not had the engineering completed for example the ALL Lima Wayne/High Streets project. Charles Schreck reported that the projects have already been entered into ODOT's Ellis system therefore they must be added to the TIP in order to be eligible for federal funds. This project has received TRAC funds and had to be added to the TIP. Charles Schreck reported that the railroad grade separation project is on this table and has been moved to FY 2012 due to some design changes. Thomas Mazur requested a motion to accept the Final FY 2012-2015 Transportation Improvement Program as presented.

6. FINAL FY 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM (Continued)

Motion 28 (04-26-2011) TAC

Steve Kayatin made the motion to accept the Final FY 2012-2015 Transportation Improvement Program as presented and forward the recommendation on to the TCC for approval. Seconded by Mark Droll; motion carried.

7. FINAL FY 2012 UNIFIED PLANNING WORK PROGRAM (UPWP)

Thomas Mazur reported that the Draft FY 2012 Unified Planning Work Program (UPWP) was presented to the Committee at the March meeting. Staff received comments from ODOT on the document and a meeting had been scheduled to meet with staff from ODOT District One. The meeting was cancelled due to an illness of one of the ODOT staff members. Thomas Mazur reported that staff received no comments from ODOT Transit. Thomas Mazur reported that the budgets did not change and there were no other significant changes made to the document. Staff did receive some comments pertaining to the model updates and the receipt of the 2010 Census data. The demographic data for the TAZ's will need to be populated with the new Census data for the Travel Demand Model. All of the speed limits, number of lanes, parking on the street, etc. will also need updated within all of the TAZ's. Staff is also working on finalizing all of the screen line counts as well as all of the counts along the outlying corridors within Allen County. Thomas Mazur reported that staff has received notification from M H Corbin that the traffic counters will no longer be serviced by the company. The new equipment is not as easily deployed or used as the old counters. Staff has been looking for counters similar to the ones in use at this time. Thomas Mazur reported that staff does not anticipate any major changes to the UPWP. Marlene Schumaker reported that the overhead rate for FY 2012 was submitted and staff received notice that the overhead rate worksheet must be redone and resubmitted. Marlene Schumaker reported that the UPWP must be submitted to ODOT in early May.

Motion 29 (04-26-2011) TAC

Steve Kayatin made the motion to accept the Final FY 2012 Unified Planning Work Program (UPWP) as presented and forward the recommendation on to the TCC for approval. Seconded by Mark Droll; motion carried.

8. FINAL CSX RAILROAD GRADE CROSSING SAFETY ANALYSIS

Thomas Mazur reported that the Final CSX Railroad Grade Crossing Safety Analysis was presented to the Committee at the March TAC meeting. Staff received comments from Monroe Township pertaining to the recommendation of closing crossings within that township. Staff also received comments from the City of Lima which did facilitate some changes to the report to reflect stop bars and that the stop bars were not a requirement of the current Manual of Uniform Traffic Control Devices (MUTCD). A new MUTCD is coming and does include stop bars as a requirement; the new MUTCD has not yet been adopted by ODOT. Teresa Adams asked if this was the report that recommended the closing of some railroad crossings. Thomas Mazur replied in the affirmative and stated that they were just recommendations.

Motion 30 (04-26-2011) TAC

Doug Post made the motion to accept the Final CSX Railroad Crossing Safety Analysis and forward the recommendation on to the TCC for approval. Seconded by Jeff Sprague; motion carried.

9. OTHER

a. Weight Limits

Thomas Mazur presented a handout to the Committee and reported that the handout is a letter from Timothy Piper, the Allen County Engineer, pertaining to the elimination of the truck axle load limits.

b. Annual Reports

Thomas Mazur reported that the Annual Reports have been completed and are being distributed to all the internal committees as well as all board members.

c. Biennial Contract between the Ohio Department of Transportation and the Lima-Allen County Regional Planning Commission

Thomas Mazur reported that staff has received a signed copy of the Biennial Contract between ODOT and the LACRPC.

d. Comments

Thomas Mazur reported that there is an outstanding issue with the SR 309 project; initially, the project included the construction of sidewalks. Staff is required by federal regulations to respond to any queries regarding the TIP. One was a typographical error that was corrected. Jim Link, Allen County Treasurer, asked about the use of rumble strips at intersections due to some concerns pertaining to the intersections of State and West Streets and State Street and Elida Road which have experienced high crash rates. Staff replied that an analysis would be conducted and forwarded on to ODOT and the Allen County Engineer's Office (ACEO). Thomas Mazur reported that staff received concerns/comments from a person employed at the WIC Office across from the Clocktower Plaza on Cable Road pertaining to sidewalks along Cable Road, an elevated pedestrian bridge from the University of Northwestern Ohio (UNOH) to the Event Center, and the excessive wait times for trains on the tracks on Cable Road. Thomas Mazur reported that Kirk Niemeyer has responded to several of the queries. Charles Schreck reported that ODOT will be responding to the queries that pertain to ODOT issues.

10. ADJOURNMENT

Motion 31 (04-26-11) TAC

Brion Rhodes made the motion that the meeting be adjourned. Seconded by Doug Post; motion carried.