

COMMUNITY DEVELOPMENT COMMITTEE

October 21, 2010

There was a meeting of the **Community Development Committee** of the Lima-Allen County Regional Planning Commission held on **Thursday, October 21, 2010**, at **4:00 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 CDC Minutes – April 15, 2010
3. USGS Floodplain Study Update
4. Freight Flows/Issues
5. Crash Summary Report
6. FY 2012-2015 Transportation Improvement Program Solicitation
7. Healthy Community Initiative
8. Urban Forestry Program
9. Other
10. Adjournment

A quorum being present, Kevin Cox brought the meeting to order and proceeded with the agenda.

1. **ROLL CALL**

Ms. Teresa Adams	City of Lima
Mr. Sean Chapman	Village of Spencerville
Mr. Kevin Cox	Perry Township
Mr. Michael Criblez	Jackson Township
Mr. Mitchell Kingsley	Village of Bluffton
Ms. Chris Seddelmeyer	Shawnee Township
Mr. Brad Swick	Allen County

GUESTS

Mr. Douglass Degen	Allen County Drainage Engineer
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STAFF

Mr. Thomas Mazur	Lima-Allen County Regional Planning Commission
Mr. Justin Niese	Lima-Allen County Regional Planning Commission
Ms. Marlene Schumaker	Lima-Allen County Regional Planning Commission
Ms. Lisa Steffen	Lima-Allen County Regional Planning Commission
Ms. LeeAnn Sypherd	Lima-Allen County Regional Planning Commission

2. **APPROVAL OF CDC MINUTES – April 15, 2010**

Motion 08 (10-21-10) CDC

Teresa Adams made the motion to approve the CDC minutes of April 15, 2010. Seconded by Mitchell Kingsley; motion carried.

3. **USGS FLOODPLAIN STUDY UPDATE**

Douglass Degen developed a PowerPoint presentation and reported that the Lima-Allen County Regional Planning Commission (LACRPC) is the Federal Emergency Management Agency (FEMA) floodplain coordinator for Allen County. The Allen County Engineer's Office (ACEO)

3. USGS FLOODPLAIN STUDY UPDATE (Continued)

and the Drainage Engineer work closely with the LACRPC on drainage and stormwater issues. These three entities have been working closely together to update the FEMA floodplain maps. Douglass Degen reported that updated floodplain mapping efforts have been supportive of the FEMA Cooperating Technical Partnership Program. Due to the size of the project and the amount of dollars that the updating requires, several county agencies have partnered together to bring the floodplain mapping updates to Allen County. The partnering agencies are: Allen County Commissioners, Allen County Auditor, Allen County Engineer, the LACRPC and FEMA, United States Geological Survey (USGS) and Woolpert LLP. Douglass Degen reported that the program began because the floodplain maps are over 30 years old; they are ambiguous and very much out of date. The program began with meetings between all involved parties to coordinate and/or complete all modeling and create floodplain data files. Once the data files were completed, the data files were submitted to FEMA; FEMA then selected the contractor(s) for review. Draft maps are then created, submitted to the county, the county reviews and make comments/suggestions and then conduct public meetings. Finally, the county will adopt and regulate the new maps. Douglass Degen reported that once the county receives the new hydraulic models, they will be overlaid onto the existing floodplain maps in order to determine if the new models make sense and are there issues that need to be addressed. The county has begun to do this in order to stay ahead of the process. Douglass Degen reported that on August 31, 2004, the Allen County Commissioners passed a resolution whereby the county entered into an agreement with FEMA to update maps as old as 1968. This agreement also establishes an agreement between the county and FEMA for the county to continue to utilize the National Floodplain Insurance Program (NFIP). Due to the agreement between the county and FEMA, residents within Allen County have the ability to purchase flood insurance through the NFIP and the LACRPC can implement floodplain regulations on behalf of the county. Douglas Degen reported that the project parameters included new LiDAR generated contours, hydrologic and hydraulic modeling was completed, and the FEMA map modernization plan and funding was acquired. The current maps were based on old orthophotography and non-digital terrain data. Douglass Degen reported that FEMA offered the county two alternatives for updating the old maps; digitize the existing floodplain maps or undertake a map modernization program whereby the mapping needs would be assessed, a project scope developed and new maps produced. The county chose the second alternative; the first alternative, scanning the old maps, would create "digital junk". Douglass Degen reported that the reasons for updating the maps included hydrologic changes which entail land use changes due to urbanization and construction of flood control structures such as reservoirs and retention/detention ponds. There are also new ways to determine flow rates. Another reason to update the maps included hydraulic changes such as the construction of bridges and culverts, construction of flood-control structures and changes in stream morphology. This process will convert approximate studies of flow rates to a more detailed study. Douglass Degen reported that base mapping has improved over time; the new technology allows the taking of more detailed digital pictures revealing new and smaller contours, new roads, homes and businesses. As the digital photos are being taken, the LiDAR point data is also acquired which helps to generate the 1 foot contours with the break lines generated. The hydrologic and hydraulic (H & H) modeling was generated by USGS and generates the data base of streams with the floodplains. Locally, a database was created of the data currently available and what was needed. Douglass Degen reported that Allen County has a significant number of floodplains. The floodplain lines of the old maps are smooth; realistically, floodplain lines will follow the contours of the area. The old technology could not determine the minute details of topography; the new technology will be able to delineate contours down to 1 foot, improving on the old 5 foot contours. Douglass Degen reported that whenever a development is to occur within a floodplain, the party that is doing the developing should come to the LACRPC for a Floodplain Permit. When a floodplain permit is issued, the party receiving the permit would have to submit and H & H model which determines what the impact will be if the floodplain is altered. Whenever a major drainage improvement is to be conducted, the

3. USGS FLOODPLAIN STUDY UPDATE (Continued)

ACEO would also complete an H & H model. The LACRPC retains records of floodplain permits issued. The areas that have had H & H models completed do not have to have models redone. Douglass Degen asked Thomas Mazur how many acres of floodplain are in Allen County. Thomas Mazur responded that there is approximately 12,000 acres of floodplain. Douglass Degen reported that the funding for the floodplain map modernization was provided by four agencies. Thomas Mazur reported that none of the incorporated political subdivisions participated in this program. Douglass Degen reported that the FEMA Coordinating Technical Partners contracted with USGS for the H & H modeling for approximately \$415,000. USGS also provided \$51,500 in matching funds. The Partners contracted with Woolpert, LLP to draw the 1 foot contours with the line breaks for approximately \$359,964 for the entire county. The total amount needed for the project came to approximately \$774,964 less the matching funds of \$51,500 for a final total of \$723,464. Douglass Degen reported that the Flood Study Process included the H & H studies which contain rainfall data and peak-flow discharges in order to model how the streams will react under significant rainfall conditions. The field surveys contain a GPS network for benchmarks which allows a surveyor to triangulate and reduce the need for a survey crew. The Geometric Information System (GIS) data allows for many layers to be added to the base maps. The data contained within this system will assist emergency management and other entities to predict a possible weather condition. Thomas Mazur reported that this data will also allow entities to determine what type of remediation may be used to slow the water down by adding a wetlands, retention ponds or divert channels to other areas. Chris Seddelmeyer asked how emergency responders would be able to utilize this data. Douglass Degen responded that eventually the data will be available on a website. Douglass Degen reported that a Triangular Irregular Network (TIN) will overlay the 3-dimensional contour data over the maps with generation of cross-sectional data. Kevin Cox asked if the removal of the low-head dams by the Ohio Department of Natural Resources (ODNR) will affect the floodplains. Douglass Degen responded in the affirmative. ODNR did not contact the LACRPC which is the floodplain coordinator in Allen County. Thomas Mazur responded that the removal of the dam has skewed the data on that end of the Auglaize River. Douglass Degen reported that the hydraulics portion of the study process determines how quickly the water moves based upon flow lines. Once all of the previous portions of the study process are completed, the final mapping can begin. The cross-sections can be added with the break lines which will then draw the new floodplains. Douglass Degen reported that the ACEO and the LACRPC realize that there will be issues once the new floodplain maps are released. Residents that used to be in the floodplain and have had flood insurance for years may no longer be in the floodplain and may no longer be required to carry flood insurance. There will be other residents that were not in the floodplain that may not be located in the floodplain and may be required to carry flood insurance. Douglass Degen reported that additional funding was required to complete the map modernization program as FEMA decided that some of the H & H modeling needed updating. The funding was acquired. Kevin Cox asked how these new maps will affect the flood insurance program. Thomas Mazur responded that a political subdivision can choose to adopt the enhanced standards. Sean Chapman asked if there is any indication of how the new floodplain maps will affect the number of acres included in the floodplain, whether increase or decrease. Thomas Mazur responded that at this time staff is unsure but envisions that each of the political subdivisions will need to go through each panel map to determine what impact the modernization process will have within the political subdivision.

4. FREIGHT FLOWS/ISSUES

Thomas Mazur presented a handout to the committee members and reported that staff met with the freight committee members prior to the CDC to identify industry issues/problems. The first map represents semi-tractor trailer traffic. SR 117 south of Waynesfield experiences approximately 375 trucks per day, Bellefontaine Avenue south of Bowman Road experiences

4. FREIGHT FLOWS/ISSUES (Continued)

approximately 325 trucks per day, SR 309 east of the Lima Mall experiences approximately 250 trucks per day and approximately 300 trucks per day utilize SR 65 south of the Village of Ottawa. IR 75 carries approximately 13,100 trucks daily and includes all types of trucks. US 30 north carry approximately 4,800 trucks per day. Thomas Mazur reported that the second map looks at the truck crashes. Of the approximately 1,100 crashes from 2005-2009, there were 8 fatal crashes, there were 210 injury crashes or less than 20% of all crashes, over the period some 900 property damage only crashes. There were 7 private property damage crashes. There were only 43 animal crashes. Approximately 70% of the crashes occurred during dry conditions, 20% occurred on wet roads but not snow covered roads and snow and ice crashes accounted for approximately 10% of the crashes. Approximately 69% of the crashes occurred during daylight conditions. Thomas Mazur reported that the last map reveals the truck crash rates over the functional class system. The data contains all trucks which includes B and C. The data covers the years 2003-2008. The crash rate at Bluelick Road and Sugar Street is extremely high mainly due to the bridge west of the intersection of Sugar Street and Bluelick Road. The crash rate is over 500 crashes per million vehicle miles of travel (MVT). The crash rate at Grubb Road is over 300% but there is very little truck traffic on that roadway. There is an inverse relationship, the lower the volume of traffic the higher the crash rate. There are relatively few crashes on IR 75 as well as SR 30 due to the high ADT and design.

5. CRASH SUMMARY REPORTS

Thomas Mazur reported that the crash summary reports for the different political subdivisions are completed and subsequently distributed the reports pertinent to committee members. The reports contain the “hot” intersections but also contain an analysis of the contributing factors to where the crashes occur as well as the consequences of the crashes. Thomas Mazur reported that the Allen County Traffic Crash Incident Summary Report is completed and forms the basis and foundation for the subset communities.

6. FY 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM SOLICITATION

Thomas Mazur reported that in June of 2010, projects to be included in the FY 2012-2015 Transportation Improvement Program (TIP) were requested to be submitted to the LACRPC. The proposed projects were requested to have project descriptions and PID numbers and the outstanding FY 2008-2011 TIP projects needed to be completed. The majority of current TIP projects are either completed or almost completed. The City Signalization Project and the One-Way to Two-Way Street Conversion Project are well on their way. Thomas Mazur reported that the Village of Spencerville Streetscape Project is completed and the City of Lima has a couple of projects that it believes will be completed in FY 2011 which will end June 30, 2011. Thomas Mazur reported that the Village of Bluffton still needs to finalize its hike/bike project. Staff has met with the Village of Lafayette and the Village of Harrod pertaining to the Safe Routes to Schools projects. The Village of Spencerville has begun a Safe Routes to Schools initiative and the Village of Elida has submitted an application for funds for Safe Routes to Schools. The University Drive project for the City of Lima is completed. Neither the Cable Road nor the Cole Street projects have been completed but should be completed in the spring of 2011. Thomas Mazur reported that notices were sent to all of the political subdivisions the first week of September and newsletters were sent out the first week of October that projects must be submitted. Staff will attend a meeting on Monday, October 25, 2010 to put together a final list of projects and which projects that the LACRPC and the Ohio Department of Transportation (ODOT) will recommend. This will be the first draft and it must be submitted to ODOT Central Office by November 1, 2010 so that it can be posted to the ODOT website. By December 15, 2010 the list must be finalized and then public hearings must be held. Thomas Mazur reported that the Metropolitan Planning Organization (MPO) is allocated approximately \$2 million per

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

year and over the time period of FY 2011 – 2015, that comes to approximately 10 million. The proposed TIP has approximately \$17 million in projects. The ACEO has proposed three projects along Lincoln Highway for approximately \$2.5 million. The Shawnee Road project is for approximately \$2.6 million, Elm Street at approximately \$1.3 million, Kibby Street at approximately \$1.4 million, ODOT for approximately \$1.5 million and the Village of Spencerville Erie Canal project at approximately \$3.1 million. Thomas Mazur reported that staff was informed by ODOT that a letter of commitment from the political subdivisions for local funding, the project(s) cannot be programmed. Marlene Schumaker reported that the type of local matching funds must be specified. Thomas Mazur reported that on the TAC agenda for October 25, 2010, a request from the ACEO for funds to complete work on Lincoln Highway will be included. The City of Delphos is requesting funds for sidewalks along Fifth Street to support the senior center and a new bank. ACRTA projects have been eliminated from the TIP due to a lack of local funding.

7. HEALTHY COMMUNITY INITIATIVE

Thomas Mazur reported that staff has been having discussions with the United Way, the two local hospitals, the Allen County Health Department and the mental health agencies about setting up a data center to assess health conditions and support local wellness programming. After considering the development of an individual, free-standing data repository, staff discovered a site developed by the University of California (UC) at Berkeley. The driving force behind these types of websites is approximately \$7.5 billion in wellness program funds to be released by the federal government which are scheduled to be released within the next six months. If the county providers are not in a position to provide quantifiable results such as costs, benefits and benchmarks, then the county agencies will not qualify for any of the funds. Thomas Mazur reported that currently there are thirteen (13) of these HCN communities across the United States. This program began to be rolled out approximately eighteen (18) months ago in San Francisco, the Sonoma Valley and Maricopa County. These three locations were the test sites chosen by UC Berkeley. Since then, the program has expanded to ten (10) more sites and Allen County would like to be the eleventh (11th) site. Staff has a meeting scheduled with the United Way and others to discuss whether this is an initiative that the community would be interested in pursuing. Thomas Mazur reported that the initial cost to begin the program website is approximately \$50,000 inclusive of an annual maintenance fee of approximately \$30,000. The LACRPC would provide the technical support to maintain the website as well as assistance in writing the grants and quantifying the results. The hospitals are interested as they each have wellness initiatives that they must support. Thomas Mazur directed the committee members to the video screen where a website was displayed and reported that the different icons on the page help to determine how a community compares to the Centers of Disease Control (CDC) benchmarks. The healthcare costs in Allen County are higher than in many other areas of the nation. For example, the obesity rate, incidences of cancer, diabetes and asthma rates are higher and the use of alcohol and tobacco are much higher. These costs may be deciding factors as to whether a business decides to stay in Allen County or move to another county or state or for a new business to locate in Allen County. Thomas Mazur reported that the websites provide many different types of data sets for local communities that allow a community or grants writer to establish quantifiable goals. The data sets compare information at the local and national level. Locally, there are approximately 150 health benchmarks that may be established within Allen County. The website is built for service providers as well as for the general public. For example, a healthcare service provider can send a tweet or email to a patient or patients pertaining to it being National Diabetes Month. The websites also contain best management practices that may assist a community in addressing issues within a specific community. At this point, Allen County is the only county within the State of Ohio looking at this type of program. Thomas Mazur reported that staff believes that this program could be rolled out to the schools

7. HEALTHY COMMUNITY INITIATIVE (Continued)

immediately as well as to the public to assist in keeping healthcare costs down. ODOT is willing to assist with funds for this program. Staff will contact the local hospitals as well as other entities for local match funds. The website could be many things to many different people and agencies. Internally, the LACRPC would have to meet state and federal auditing requirements. The social service agencies will have to decide what their comfort level is for this type of program and the federal government's ability to tell them how to conduct their programs. Thomas Mazur reported that a link can be emailed to the committee members so that it can be reviewed by the membership.

8. URBAN FORESTRY PROGRAM

Thomas Mazur reported that there is an urban forestry program that the Ohio Department of Natural Resources (ODNR) is pushing. The program provides funds for Tree Commissions to be established. The City of Lima is the only local community with a Town Commission and an Urban Forester. The programs are there to assist in writing the resolutions for Tree Streets and the issues of how to choose and manage trees, how to get ODNR to come to your community as well as how to fund the program(s). Thomas Mazur reported that ODNR will not provide funding unless there is an active local tree commission and the community can prove that there is an active tree program. If these criteria are met, ODNR will provide 50% of the cost of trees. ODNR has specifications as to what types of trees that can be best used in the program. Thomas Mazur reported that ODNR will assist with the designing of the enhancement areas based on the types of trees that the community needs. The ODNR Urban Forestry website has tree preservation ordinances, information on a Tree Commission Academy, etc. A community must participate in these types of programs in order to bring these funds to their community. Sean Chapman stated that this was not a new program and that he had looking into it in the past. Thomas Mazur questions whether ODNR had participated in the Village of Spencerville's street trees during the last TE project. Sean Chapman responded in the negative. Thomas Mazur replied in the affirmative that the program has been around for some time and the local communities need to capitalize upon using existing programs to help cut local government costs. Thomas Mazur reported that trees contribute to the cooling factor, the air quality issues as well as the enhancement value to a property. Approximately 20% of site development is for landscaping.

9. OTHER

a. High Crash Intersection Locations

Thomas Mazur presented a handout to committee members and reported that the first page reveals the high crash intersections by frequency and rate of crashes. Several of the crash locations have "flip-flopped". Cable and Elida Road which had fallen lower on the list is now the number one intersection for crashes with 60 crashes. This intersection is up 62% over last year at 37 crashes and was number two on the list last year. Eastown and Elida is at number two up 30% from 28 crashes to 40 crashes and was ranked number five last year. Elizabeth and Wayne have moved down to number three; last year it was at number one. Last year the intersection had 39 crashes. Allentown and Cable is up from 28 crashes and moved up from number five to number four; Cole and Elida ranks number five with the same frequency but have moved down from number three in 2008. There were a couple of intersections that took staff by surprise; American and Elida was ranked number thirteen and moved up to number six with 31 crashes. The intersection of American and Hartzler was not on the list last year. Staff believes it may be due to the marked increase in students enrolled at the University of Northwestern Ohio (UNOH). Central and Market was not on the list in 2008 but now ranks number sixteen. Thomas Mazur reported that two intersections in the City of Delphos made the list. They intersections are Fifth and Jennings and Fifth and

9. **OTHER** (Continued)

a. **High Crash Intersection Locations** (Continued)

Main. Thomas Mazur reported that the second page contains a map of the crash rates on the functional classification system. In the year 2009, there were 3,486 crashes and approximately 8,700 persons were involved in the crashes. Approximately 39% of the crashes are located within the City of Lima and approximately 25% of the crashes were located within the central business district (CBD). Four of the top six intersections are located on Elida Road between Cable Road and Eastown Road. Market Street contains five of the high crash intersections and Wayne Street contains four. Staff believes the two-way conversion of Wayne Street will eliminate some of the sight distance issues and the speed issues. Thomas Mazur reported that Elizabeth Street contained four intersections and Main Street contained four intersections.

10. **ADJOURNMENT**

Motion 09 (10-21-10) CDC

Mitchell Kingsley made the motion that the meeting be adjourned. Seconded by Chris Seddelmeyer; motion carried.