

## TRANSPORTATION ADVISORY COMMITTEE

May 24, 2011

There was a **Transportation Advisory Committee** meeting of the Lima-Allen County Regional Planning Commission held on **Tuesday, May 24, 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 – April 26, 2011
3. RTA Report
4. Allen County Regional Transit Authority Ridership Surveys
5. Spot Safety High Crash Intersection Location Study
6. Other
7. Adjournment

A quorum being present, Kirk Niemeyer requested that due to new committee members, all introduce themselves and then brought the meeting to order and proceeded with the agenda.

### 1. **ROLL CALL**

Mr. Jim Everett	Village of Cairo
Ms. Shelley Gould	Allen County Regional Transit Authority
Mr. Daniel Hoying	LJB, Inc.
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. Brad Swick	Allen County

### **GUESTS**

Mr. Dan Kaseman	ODOT District One
Ms. Rosann Christian	Allen County Regional Transit Authority

### **STAFF**

Mr. Thomas Mazur	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 – April 26, 2011**

#### **Motion 32 (05-24-11) TAC**

Steve Kayatin made the motion that the TAC minutes of April 26, 2011 be approved. Seconded by Shelley Gould; motion carried.

### 3. **RTA REPORT**

Shelley Gould reported that the Allen County Regional Transit Authority (ACRTA) received a visit from the Federal Transit Authority (FTA). The FTA Grants Management and Oversight Specialist reviewed the writing of ACRTA's FY 2011 grant. FTA also reviewed with ACRTA how to resolve the findings pertaining to the Agency's American Recovery and

3. **RTA REPORT** (Continued)

Reinvestment Act (ARRA) grant. Shelley Gould reported that ACRTA staff attended the Ohio Public Transportation Association (OPTA) regional conference in Columbus. Staff attended different break-out sessions as well as networking. Staff spoke with members of a small, rural transportation system. This transportation system had a different way of coordinating with agencies in its area; staff is reviewing how to possibly integrate the ideas into the current coordination efforts. Shelley Gould reported that Stratagen is installing the computer chips into the Mobile Data Terminal (MDT) units and then forwarding the units to ACRTA to be installed into the agency's vehicles. ACRTA anticipates "going live" with the system in July and fully functional by August. Shelley Gould explained that Stratagen is the company that ACRTA has contracted with for the agency's scheduling and dispatching hardware and software. The software keeps tallies of passengers, mileage and it will generate the required reports. The software will also allow the agency to know where each vehicle is at a given time. Thomas Mazur reported that the system is similar to the Allen County Sheriff's Office (ACSO) 911 System; the ACRTA system will have real time data available. If a client calls into ACRTA for a ride the agency can communicate with the drivers through the MDT units. Shelley Gould reported that ACRTA hopes to be able to coordinate with other local non-profit agencies by installing the MDT units in their vehicles and there will truly be a "one stop shop" for transportation; clients will be able to call one number for a ride.

**Motion 33 (05-24-11) TAC**

Brion Rhodes made the motion to accept the ACRTA report. Seconded by Steve Kayatin; motion carried.

4. **ALLEN COUNTY REGIONAL TRANSIT AUTHORITY RIDERSHIP SURVEYS**

Thomas Mazur reported that typically at this time of year the Committee receives a report on the Transit Development Plan (TDP) for ACRTA. The document assesses the different transit components, the productivity, reviews the ACRTA budget and the agency's capital needs as well as an update of what may be coming to the agency in the future. Thomas Mazur reported that a new synergy has been developing with ACRTA and several other local non-profit agencies. Rosann Christian, the Director of ACRTA, Thomas Mazur and Jacqui Bradley, the Director for the Area Agency on Aging (AAA) 3 have been in discussions for a period of time pertaining to coordination. The three representatives attended a meeting with a small transit system in the Cincinnati area, to review ways to attract federal monies. Thomas Mazur reported that the Cincinnati system routes all of the levy funds for transportation through its transit authority and then those monies which are considered public funds, because they provide public transportation services, are used to match federal funds. Thomas Mazur reported that the idea appealed to staff especially once one considers all of the dollars spent on public transportation within Allen County. Staff believes once support for local coordination efforts is achieved, then a vehicle can be created to route some federal funds into contract services. Thomas Mazur reported that the new director of the local United Way is interested in becoming involved in the local coordination efforts. Staff is speaking with other local non-profit agencies about lending their support in the local coordination efforts. If more agencies sign on to the local coordination efforts, portions of the TDP will have to be reassessed from an operations and fiscal standpoint.

a. **Fixed Route Ridership Surveys**

Thomas Mazur presented to Committee members a handout of Appendix F: CY 2011 ACRTA Fixed Route Ridership Survey Report and reported that the report is based on surveys that the ACRTA drivers pass out to passengers. This survey has no control mechanisms. Table 21 on page F-24 reviews the statistics from 1992 through 2010. Thomas Mazur reported that one of the changes that were interesting is that more males

**4. ALLEN COUNTY REGIONAL TRANSIT AUTHORITY RIDERSHIP SURVEYS (Continued)**

a. Fixed Route Ridership Surveys (Continued)

are now using the transit system than in the past; more senior citizens are using the transit system as well. Another change has been that passengers that were using the transit system to get to work appear to no longer use the system for that purpose; it may be that these persons are no longer employed but more likely the hours of service are inadequate to serve such trip types. Thomas Mazur reported that the number of trips for medical appointments increased slightly. Also, the rating of ACRTA services improved slightly as well. Thomas Mazur reported that the reasons for using ACRTA is identified on page F-25 please notice the main reasons that people use ACRTA is that it is their only form of transportation and the service is cheaper than a taxi.

b. Uplift Route Ridership Surveys

Thomas Mazur presented a handout to Committee members and reported that total number of trips has dropped dramatically in 2009 but began to increase in 2010. Staff believes that finances may have played a part in these numbers; it costs \$1.00 to ride the Fixed Route system and it costs \$2.00 to ride Uplift if the client is in Zone 1. The cost for a Zone 2 client is \$6.00. Thomas Mazur reported that the number of cancelled trips locally is zero. The transit authority in Batavia refuses approximately 900 trips each month. Kirk Niemeyer asked why this transit authority refuses to provide trips. Thomas Mazur replied that the transit system has capacity restraints and cannot provide the number of trips requested. Thomas Mazur reported that missed trips are those that come into the call center late and FTA requires ACRTA to keep track of these types of trips as well. ACRTA's Level of Service (LOS) is based on many different factors with missed trips being one of them. Thomas Mazur asked Shelly Gould what ACRTA considers a late trip. Shelly Gould responded that a trip is considered late after 15 minutes. Shelley Gould stated that technically the agency is not supposed to refuse any trips. ACRTA makes every effort to accommodate the client in order to provide the requested trip. If the client is unable to work with ACRTA and ACRTA cannot provide the trip in the time allotment the client requested then FTA considers that a missed trip. Shelley Gould reported that ACRTA has subscription trips as well as call in trips. A subscription trip is a trip provided to passengers that use the service at regular intervals such as the agency's Marimor clients that use the service each day or a dialysis patient that uses the service several times a week. Thomas Mazur reported that approximately 53% of the Uplift clients use the service to go to work. Approximately 12% of the Uplift clients use the service for dialysis three times per week. Thomas Mazur reported that the full report will be presented to the Committee at the June meeting.

**Motion 34 (05-24-11) TAC**

Daniel Hoying made the motion to accept the Draft Allen County Regional Transit Authority Ridership Surveys and forward the recommendation on to the TCC for approval. Seconded by Doug Post; motion carried.

**5. SPOT SAFETY HIGH CRASH INTERSECTION LOCATION STUDY**

Thomas Mazur presented to Committee members a copy of the Draft Spot Safety High Crash Intersection Location Study and reported that staff analyzed thirteen (13) different intersections. The Committee received the High Crash Intersection Summary Report approximately six months ago; the Report reviewed the intersections within Allen County where there were problems. The Report also reviews how many of the intersections were already analyzed and in which year the intersection was analyzed. The initial studies review the intersections that experience 25+ crashes. This study looks at the intersections that have 10+ crashes. Thomas Mazur reported that the intersection of Cable Road and

**5. SPOT SAFETY HIGH CRASH INTERSECTION LOCATION STUDY (Continued)**

Allentown Road is interesting because two political jurisdictions are involved; the City of Lima and American Township. The intersection experiences approximately 30,000 vehicles and there were several wet weather crashes at the intersection. Thomas Mazur reported that the intersection of Cole Street and Grand Avenue also experienced a number of crashes. The study focuses on low-cost improvements at these intersections such as improved signage, pavement markings, etc. Thomas Mazur reported that the LOS is good when the operational statistics are assessed but we are experiencing higher crash rates than expected. Thomas Mazur reported that five crashes have been removed from the report due to some of the crashes not actually being located within the intersection. The purpose of these studies is to identify traffic issues and help draw down federal monies to improve them. Thomas Mazur reported that the low-cost improvements that are recommended reveal an improvement to the intersections in terms of their cost/benefit. Thomas Mazur reported that the intersection of SR 309 and Napoleon Road is again an intersection of interest. Local political subdivisions have contested the analyses in previous reports. Thomas Mazur requested that the Committee members review the report and submit comments and suggestions.

**Motion 35 (05-24-2011) TAC**

Steve Kayatin made the motion to accept the Draft Spot Safety High Crash Intersection Location Study and forward the recommendation on to the TCC for approval. Seconded by Doug Post; motion carried.

**6. OTHER**

a. Transportation TV Video

Thomas Mazur reported that the Committee received a report last month about problematic curves within Allen County. The video looks at the safety edge; safety edges are a low-cost improvement that can be added to roadways to help prevent motorists from drifting off of the roadway. Thomas Mazur apologized that the Transportation TV video from the Federal Highway Administration (FHWA) about edge pavement returns and edge safety that was to be presented was not available. Thomas Mazur reported that the link would be emailed to all TAC members.

b. Ohio Department of Transportation District One Projects

Dan Kaseman from the Ohio Department of Transportation (ODOT) District One presented a handout of a map of the district's projects and reported that the map presents the projects that will be undertaken by ODOT District One over the next five (5) years. Dan Kaseman reported that in CY 2012, the IR 75 project will begin; the project will extend from the Auglaize County line to just north of SR 81. The map is color coded and includes a legend that briefly explains the project(s) within each calendar year. Dan Kaseman reported that the IR 75 project will begin in CY 2012 and the project will be broken down into three (3) phases. The CY 2012 portion of the IR 75 Project will include the replacement of the 4<sup>th</sup> Street and Reservoir Road bridges over IR 75. Dan Kaseman reported that in CY 2013 the main portion of the reconstruction of IR 75 will begin. The reconstruction will begin just south of 4<sup>th</sup> Street and continue on to just south of SR 81. This phase of the IR 75 Project will include the total reconstruction of the pavement, the bridges, the interchanges and everything from right-of-way fence to right-of-way (ROW) fence. Dan Kaseman reported that this phase of the IR 75 Project also includes the removal of the concrete median and inserting a grass median. The lanes of the roadway will be moved out to accommodate the grass median. A third lane will not be added to IR 75 at this time; a third lane may be added some time in the future. Dan Kaseman

6. OTHER (Continued)

b. Ohio Department of Transportation District One Projects (Continued)

reported that in CY 2012 the SR 117/309 Access Management Project will begin. The project will include a raised median, new curbs and gutters, widening of lanes, paving and possibly sidewalks. The IR 75 Project will include improvements to SR 309 that are within the interchange area of IR 75 and SR 309. The SR 117/309 project will go out to Devonshire as well as add a right-turn lane at Bowman Road. Dan Kaseman reported that in CY 2014, the next phase of the IR 75 Project will begin at the Auglaize County line to just past Hanthorn Road. This phase also includes total reconstruction including all interchanges. This phase is expected to last approximately two years; the entire IR 75 Project is expected to last approximately three years. Dan Kaseman reported that the SR 81 Project will begin in CY 2014 and be from Sugar Street to Neubrecht Road. The project will include curb and gutter replacement, resurfacing of roadway and possibly sidewalks. Dane Kaseman reported that the Kibby/Bellefontaine Intersection Project is still in the preliminary development phase and may begin in CY 2015. ODOT is reviewing three different alternatives with one of the alternatives being a roundabout. Dan Kaseman reported that ODOT will be holding a Public Hearing on June 28, 2011 at Lima Senior; the Public Hearing has not yet been advertised. The Public Hearing will involve the IR 75 Project(s), the SR 117/309 Project and the ALL-SR 81 Project. Doug Post asked if three lanes are being added to IR 75 anywhere in the State of Ohio. Dan Kaseman replied in the affirmative and reported that in Hancock County ODOT is beginning a project to add a lane in each direction. ODOT District Two will pick up the project at the Wood County line and continue the project to Perrysburg. The project is in the preliminary development stage. The Findlay section will take longer to develop due to the narrow median and ROW will need to be purchased in order to widen the roadway. The project will also include the interchange at SR 68 and IR 75; the interchange will have to be redesigned and reconstructed to improve the geometrics of the interchange. The Findlay project is tentatively scheduled for CY 2016. Thomas Mazur asked if IR 75 carries much more traffic near Findlay than in Allen County. Dan Kaseman replied that SR 68 carries a lot of traffic that flows onto IR 75. Brion Rhodes asked about the logistics of all of the projects that are scheduled to be constructed; it appears that two or three projects will be ongoing at the same time. Dan Kaseman replied that a meeting is scheduled between ODOT, the Allen County Engineers Office (ACEO) and the Lima-Allen County Regional Planning Commission (LACRPC) as well as the City of Lima to discuss how to handle the traffic flows, closing of bridges and overpasses, etc. The meeting is scheduled for sometime next week. If there are any major issues uncovered during the meeting, schedules can still be modified. Brion Rhodes asked if the bridge at SR 65 and IR 75 is scheduled for work. Dan Kaseman replied that the bridge will be replaced over IR 75; the vertical clearance over the railroad tracks will also be raised. The entrance ramp will be reconfigured as well. Yoder Road will be cut off from the ramp and will be rerouted. Thomas Mazur asked how the intersection of Reservoir Road and Bryn Mawr will be addressed. Dan Kaseman replied that a portion of Bryn Mawr will be reconstructed as well as being raised by 6 feet. The Reservoir Road Bridge will be widened to allow for better sight distance; a left turn lane will also be added on westbound Reservoir Road and southbound Bryn Mawr. Retaining walls will be added along Reservoir Road and noise barriers will be added along IR 75 on both sides from north of the SR 309 on the east side to Reservoir Road and on the west side to Elm Street. Kirk Niemeyer asked if funding for the projects has been secured. Dan Kaseman replied that funding has been secured for the projects. Steve Kayatin asked if a sound barrier will be constructed by the mobile home park by Breese Road. Dan Kaseman replied in the negative.

6. **OTHER** (Continued)

c. **Meeting in Columbus**

Thomas Mazur reported that he attended a meeting in Columbus on Friday, May 20, 2011. The Metropolitan Planning Organizations (MPO's) were "dressed down" especially the small MPO's. There is a movement going on by the Federal Highway Administration (FHWA) to eliminate all of the MPO's serving fewer than 200,000 in population. If such were to occur, the funds that this MPO allocates to local projects would be eliminated. FHWA and the Department of Transportation (DOT) believe that the smaller MPO's are not meeting their obligations and are not doing what they are charged with accomplishing nor are these MPO's delivering the projects within their Transportation Improvement Programs (TIP) effectively. Thomas Mazur reported that locally the TIP is problematic because the MPO is not allocated much in funds; the TIP must be balanced each year. Previously, the TIP had to be balanced every four years. Also, each time a project is not delivered on-time the MPO gets a "black mark". Thomas Mazur reported that currently, the MPO is being hit because sidewalks are an issue with projects, the delays incurred with the Shawnee Road Project; ODOT projects at Bellefontaine and Kibby being off the TIP, transit components have been delivered since FY 2008. Thomas Mazur reported that this item is one of the items that are supposed to be addressed in the New Transportation Bill which has yet to be floated. Thomas Mazur reported that the small MPO's get graded on their TIP's; FHWA grades the state and the state grades the local MPO's. The State of Ohio by federal statute does not have to fund the small MPO's. Shelley Gould asked if the local, small MPO's were eliminated, who would be writing the TIP. Thomas Mazur replied that the ODOT districts would write the TIP. Dan Kaseman reported that ODOT has a Director's Taskforce reviewing if ODOT's structure is as it should be.

7. **ADJOURNMENT**

**Motion 36 (05-24-11) TAC**

Doug Post made the motion that the meeting be adjourned. Seconded by Shelley Gould; motion carried.