

## TRANSPORTATION COORDINATION COMMITTEE

May 26, 2011

There was a **Transportation Coordination Committee** meeting of the Lima-Allen County Regional Planning Commission held on **Thursday, May 26, 2011**, at **3:00 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 TCC minutes – April 28, 2011
3. Acceptance of TAC minutes – May 24, 2011
4. RTA Report
5. Spot Safety High Crash Intersection Location Study
6. FY 2012-2016 Operational Analysis & Management Plan
7. Other
8. Adjournment

A quorum being present, Larry Vandemark brought the meeting to order and proceeded with the agenda.

### 1. **ROLL CALL**

Ms. Teresa Adams	City of Lima
Mr. Gregory Berquist	City of Delphos
Mr. Kevin Cox	Perry Township
Mr. Howard Elstro	City of Lima
Ms. Shelley Gould	Allen County Regional Transit Authority
Mr. Roy Hollenbacher	Bath Township
Mr. Brion Rhodes	Allen County Engineer's Office (sat in for Mr. Timothy Piper)
Mr. Dan Reiff	Allen County
Mr. Charles Schreck	ODOT District One
Ms. Chris Seddelmeyer	Shawnee Township
Mr. Thomas Tebben	City of Lima
Mr. Larry Vandemark	American Township

### **GUESTS**

Ms. Rosann Christian	Allen County Regional Transit Authority
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### **STAFF**

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

### 2. **APPROVAL OF TCC MINUTES – April 28, 2011**

#### **Motion 49 (05-26-11) TCC**

Gregory Berquist made the motion that the TCC minutes of April 28, 2011 be approved. Seconded by Chris Seddelmeyer; motion carried.

**3. ACCEPTANCE OF TAC MINUTES – May 24, 2011**

**Motion 50 (05-26-11) TCC**

Gregory Berquist made the motion that the TAC minutes of May 24, 2011 be accepted. Seconded by Shelley Gould; motion carried.

**4. 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 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.

**Motion 51 (05-26-11) TCC**

Gregory Berquist made the motion to accept the RTA report. Seconded by Chris Seddelmeyer; motion carried.

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

Thomas Mazur reported that typically around September of each year, the Committee receives a report on all of high crash intersection locations within Allen County. Over time, the intersection crashes have changed locations in the rankings; some locations that experience a high number of crashes have witnessed a reduction in crashes and other intersections that used to experience a low number of crashes have seen the incidence of crashes increase. This most recent study is again targeting low-cost improvements to specific high crash locations. To emphasize the effectiveness of the process, James Patterson reported that one of the intersections that had been analyzed in the past that has experienced a reduction in crashes after improvements were made is the intersection of Central and Spring Street. The intersection had been experiencing approximately 30 crashes per year and the incidence of crashes has been reduced to just three (3) over the past two years. The changes that were implemented at the intersection were more pavement markings, arrows, widened the center line to prevent drivers from changing lanes; the majority of the crashes were from drivers turning onto Spring Street from the right-hand lane. James Patterson directed the Committee to look at the last page of the report that the Committee members received. Page C-1 contains the Intersection Crash Summary and lists the thirteen (13) different intersections that were analyzed. The majority of the intersections are located within the City of Lima with three intersections located in either a township or an intersection having a multi-jurisdiction. James Patterson reported that the intersection of Allentown Road and Cable Road is at the top of the list with 38 crashes occurring over the past three years. This intersection has not been analyzed for the past few years; the intersection was rebuilt several years ago and staff waited until traffic patterns normalized before analyzing the intersection again. James Patterson reported that there were several rear-end crashes at south-bound Cable Road. This section of the intersection was not rebuilt

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

and one can rub ones shoes across the pavement and be able to tell that the south-bound pavement is slicker than the other portions of the intersection. James Patterson reported that there were three intersections that were analyzed over a four-year period because the incident of crashes occurring within these intersections was trending higher in 2010. James Patterson reported that the intersection of Jameson Avenue and Market Street was rebuilt and Jameson Avenue was converted to a two-way street at North Street. The majority of the crashes that occurred in 2008 occurred when the Jameson Avenue was a one-way street and the crashes were angle crashes from Market Street. James Patterson reported that the intersection of Harding Highway and Napoleon Road has received a lot of attention from the Jackson Township and Auglaize Township Trustees. The new Allen East Schools are located just east of the intersection; the school system as well as both sets of Township Trustees has been speaking with the Ohio Department of Transportation (ODOT) about the intersection. The local jurisdictions would like to see a signal installed at the intersection; the intersection does not yet meet the volume based signal warrants and it does not meet the crash-based signal warrants. The intersection would also require some upgrades before a warrant study can be conducted. James Patterson reported that at several of the intersections 100% of the crashes occurred in daylight hours. For example, the crashes that occurred at Market Street and Woodlawn all occurred during daylight hours. The crashes at Second Street and St. Johns Road also occurred during daylight hours. James Patterson reported that the crashes that occurred at the intersection of High Street and Main Street are very similar to the crashes that occurred at Spring Street and Central; the majority of the crashes were angle crashes where the vehicle is turning from a one-way street, vehicle turning across the lane next to them and colliding with the vehicle in that lane. James Patterson reported that there are aerial diagrams of the intersections included within the report. Gregory Berquist stated that in previous reports there were more intersections included and asked if some intersections just do not qualify anymore. Thomas Mazur reported that each intersection analyzed must qualify and all of the high crash intersections are included in the report that is released in September. That report is used as a “red flag” analysis and if any of the intersections included in that report appears interesting or odd, then the intersection is analyzed further. Some crashes may be removed from the preliminary “red flag” analysis because they were not actually located within the intersection but maybe a driveway. Brion Rhodes asked about the actual jurisdiction of the Harding Highway and Napoleon Road intersection; the report states that it is under Jackson Township and Auglaize Township. Brion Rhodes asked if the jurisdiction on record might actually be ODOT.

**Motion 52 (05-26-11) TCC**

Brion Rhodes made the motion to approve the Draft Spot Safety High Crash Intersection Location Study. Seconded by Thomas Tebben; motion carried.

**6. FY 2012-2016 OPERATIONAL ANALYSIS & MANAGEMENT PLAN**

Thomas Mazur presented a handout to the Committee members and reported that the document has been referred to as the Transit Development Plan (TDP) in the past and is in a draft status. Section 1 contains the overview of the document as well as the rationale. Section 2 contains the scope of services provided by ACRTA, the parameters under which the agency provides services as well as data on the community the agency serves. Thomas Mazur reported that Page 6 contains Figure 2 which is a map of the routes that ACRTA operates. The data contained on pages 13 and onward are based on fixed 2000 Census data. The data for the 2010 Census has not yet been released. The 2000 Census data is old but it does provide the socio-economic indices that staff uses to justify transit and is required under the Environment Justice (EJ) provisions of SAFTEA-LU. Thomas Mazur reported that

**6. FY 2012-2016 OPERATIONAL ANALYSIS & MANAGEMENT PLAN (Continued)**

Section 3 is an overview of the current operations as well as the agency. Table 5 on page 26 address the agency's vehicle fleet and Table 6 on page 27 reviews the agency's service area. Figure 16 on page 33 contains a map of the Uplift service zones. The service area as well as the transportation services being provided by ACRTA is fluctuating quite a bit. In 2000, there were some budget cuts and their fiscal situation has not improved over time. The Fixed Route and Uplift service areas have not decreased much over time. The Uplift service is somewhat of a subscription paratransit service that ACRTA is required to provide in conjunction with the Fixed Route service; Uplift must follow the same route areas as the Fixed Route services. Both services cover a population of approximately 70,000. Thomas Mazur reported that on page 29 within sub-section 3.6, is Table 8 which contains a schedule for the Fixed Route service. Some of the routes such as the Delphos and Spencerville Express Routes only run two times per day. Following is an analysis of ACRTA's productivity for 2010. The agency experienced a 4% increase in passengers in 2010 over 2009. Thomas Mazur reported that the passengers per hour decreased some, operating costs per hour decreased and costs per mile decreased as well. The Uplift service increased the number of trips in 2010 over the number of trips provided in 2009. The number of no shows for Uplift decreased by 80%. The number of subscription trips decreased to 77%. 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. The issue with subscription trips relates to capacity constraints; ACRTA makes every effort to accommodate clients in order to provide a requested trip. If a client is unable to work with ACRTA and ACRTA cannot provide the trip in the time allotment a client requests then the Federal Transit Administration (FTA) considers that a missed trip. A missed trip is a "black mark" against the agency and is a capacity restraint. Charles Schreck asked what percentage of subscription trips FTA would be "happy" with. Shelley Gould replied that FTA prefers 50% thereby leaving room for other trips to be provided. Charles Schreck asked if the Uplift system has to follow the Fixed Route system and stated that the map on page 33 reveals a portion of a route that there is no Uplift service overlapping. Shelley Gould responded that that portion of the Fixed Route system goes out to the Proctor and Gamble (P&G) plant and is part of the contracted services the agency has with Marimor Industries. At this time the agency has no clients in that area. The route only runs one time in the morning. If a person were to apply that resided in that area or needed a ride to that area, ACRTA would review the application to determine if they qualified for Uplift service. Thomas Mazur reported that 99.2% of trips were on-time. Another difference between Fixed Route and Uplift service is that 18% of the passengers on the Fixed Route system use the service to go to work whereas over half of the Uplift clients use the service to go to work. Thomas Mazur reported that there are sections that used to be in the TDP that are not included in this report. Staff is taking a lead from Clermont County Transit which is a small, rural transportation system. This transportation system has been working with ODOT and FTA; both ODOT and FTA realized that the levy monies that many of the different transportation agencies receive are considered public monies to provide public transportation. These funds could be used as local match for the federal monies that ACRTA would like to draw down. Staff is reviewing the ability to integrate these ideas into the current coordination efforts. There is the possibility of drawing down approximately \$800,000 if ACRTA could come up with the local match funds. ACRTA is unable to provide approximately 400,000 trips due to funding constraints. Thomas Mazur reported that staff will attempt to meet with paratransit agencies as well as ACRTA in the near future to discuss this idea. The draft of the report will be on the website sometime next week.

**Motion 53 (05-26-11) TCC**

Brion Rhodes made the motion to accept the Draft FY 2012-2016 Operational Analysis and Management Plan. Seconded by Dan Reiff; motion carried.

7. OTHER

a. Transportation TV Video

Thomas Mazur reported that at the April TCC meeting, Committee members received a “pilot” report that ODOT had recommended that staff undertake. The report focused on horizontal curved segments of the roadway. The video discusses the roadway paving process and edge lines. According to the video, every year in the United States, more than half of the nation’s 34,000 traffic deaths involve roadway departures. Whenever a vehicle leaves the roadway, the possibility that the vehicle overturns or hits a fixed object is ever-present. In some cases, vehicles leave the roadway after hitting another vehicle resulting in severe crashes. Drivers can also leave the roadway because they have become distracted or have been forced from their lane by another vehicle. Whatever the reason, measures must be taken to minimize these roadway departure crashes. According to the video, one cause of these types of crashes in rural areas is roadway edge drop-off; the uneven edge or vertical drop between the paved travel lane and the unpaved shoulder. There is an easy, low-cost solution to pavement edge drop-off; a device can be attached to a paving machine that adds a more durable and safer pavement edge. According to the video, the problem of pavement edge drop-off begins at conventional construction. The new pavement typically has a vertical drop-off that should be mitigated. Many agencies mitigate the drop off by re-grading the shoulder but the shoulder settles over time and the drop-off is exposed again. Another issue arises, without sufficient edge durability, the new pavement edge will begin to crumble and deteriorate. According to the video, when a vehicle drops off of the pavement, the vehicles inside of the vehicles right-side tires can strike and rub intensely along the vertical edge of the pavement causing what is referred to as “tire scrubbing” making it difficult for the driver to safely re-enter the paved travel lane. Drivers can over-steer when attempting to re-enter the roadway and lose control of the vehicle. According to the video, studies have shown that crashes resulting from pavement edge drop-off are more severe typically resulting in vehicles colliding head-on with oncoming vehicles or cross the center line and run off the other side of the road and overturn in a ditch or hit a fixed object. A low-cost and effective counter measure to pavement drop-off is to install an angled edge called a safety edge. The safety edge is a part of the Federal Highway Administration’s (FHWA) initiative called Everyday Counts. According to the video, adding a 30 degree edge to the pavement eliminates tire scrubbing making the pavement edge safer for driver to traverse. FHWA is encouraging state and local governments to add the safety edge to new and existing pavement. Thomas Mazur reported that staff has not seen the cost benefit analyses of the safety edge but in discussions with the Ohio Associate of Regional Councils (OARC) and FHWA, these are the types of policies that are being encouraged for county and township roadways. Thomas Mazur reported that there was a similar type of accident described in the video where a vehicle left the roadway on Ft. Amanda Road at SR 501. The driver overcompensated, went across the roadway, the vehicles rolled and a fatality occurred. Thomas Mazur asked for approval of the Draft Spot Safety Curve Improvement Study in order for the report to be forwarded on to ODOT.

**Motion 54 (05-26-11) TCC**

Chris Seddelmeyer made the motion to approve the Draft Spot Safety Curve Improvement Study. Seconded by Kevin Cox; motion carried.

b. Teleconference Call

Thomas Mazur reported that he participated in a conference call with the National Association of Development Organizations (NADO), the National Association of Regional Councils (NARC) and the national Association of Metropolitan Planning Organizations (AMPO) just prior to the TCC meeting. A draft of the new Transportation

7. **OTHER** (Continued)

b. **Teleconference Call** (Continued)

Bill has been “floated” out of the White House. The Bill was rumored to be prepared by Department of Transportation (DOT) staffers as well as the Administration. The draft Bill has been released to the reauthorization committees of both the House of Representatives and the Senate. A portion of the Bill looks to eliminate approximately 200 of the 380 Metropolitan Planning Organizations (MPO’s) currently in existence. Any MPO that serves a population under 200,000 is targeted for elimination which would include this MPO. Thomas Mazur reported that the remaining MPO’s will be required to address new performance standards. These new standards are expected to be released in the next weeks and months by FHWA, the Federal Transit Administration (FTA) and the Federal Aviation Administration (FAA). This came as quite a shock to the smaller MPO’s because in the past any organization that serviced a population of over 50,000 was considered an MPO there were certain functions that the MPO had to meet. Thomas Mazur reported that once a population reached 200,000 or more then under previous transportation bills such as SAFETEA-LU, the MPO was established as a Transportation Management Agency (TMA) which required other additional factors of the MPO. Thomas Mazur reported that there are several factors driving this initiative; one being that fiscal constraints are becoming the norm and the areas with populations of 50,000 are multiplying after the last Census thereby requiring funds to be distributed to more agencies. Thomas Mazur reported that the performance of the smaller MPO’s to deliver what DOT requires is difficult. The assumption is that the MPO’s fewer than 200,000 cannot do the job that the DOT expects and that state DOT’s would be better able to provide the level of expertise and outreach that the DOT has identified. Thomas Mazur reported that some of the performance measures that the DOT feels that the small MPO’s are not meeting have to do with air quality, climate change issues, programming transit, pedestrians and bicycle related projects as well as the MPO’s lack of modeling capabilities. Thomas Mazur reported that another issue that was discussed is the certification process. Typically in June, this MPO signs off on its self-certification which states that the MPO completed what it was required to complete. The “buzz” is that now all MPO’s will have to go through a stringent certification process established by the DOT and the state DOT would impose and regulate the process. Thomas Mazur reported that smaller MPO’s performance in delivering the projects on the Transportation Improvement Program (TIP) have always been difficult. Locally, this MPO has difficulty in delivering completed projects; the projects experience delays and this is one of the primary issues with this reorganization initiative by DOT. FHWA does not believe that the small MPO’s do a very good job. Staff believes that if the smaller MPO’s are eliminated then the smaller Transit Authority’s may be the next targets. Thomas Mazur reported that DOT has identified a 2-year exit strategy for the small MPO’s from the date that the next Transportation Bill passes. Thomas Mazur reported that MPO staff personnel cannot lobby any elected official or Congress. Local elected officials can lobby elected officials pertaining to this issue; it was suggested that the local elected officials lobby the areas Congresspersons. Thomas Mazur reported that the implications of the loss of the local MPO is the loss of local involvement in the decision making process. Such decisions will be made in the larger cities by the larger MPO’s or the decisions will be made by the state. In Ohio, the consolidation of some MPO’s is being reviewed such as the consolidation of the Cleveland/Akron/Canton MPOs which would include seven counties and includes a population of approximately 3.1 million. The Columbus MPO is being considered for merger with the Newark MPO. The Dayton MPO is being considered for merger with the Cincinnati MPO. The Toledo MPO is being considered for merger with the Sandusky MPO. Dan Reiff asked if Allen County was being considered for merger with the Toledo MPO. Thomas Mazur responded in the negative. Dan Reiff asked if there had been discussions about merging Allen County with some counties to

7. **OTHER** (Continued)

b. Teleconference Call(Continued)

the east of Allen County. Gregory Berquist replied that that was a Department of Development (DOD) venture.

c. Ohio Department of Transportation District One Projects Map

Charles Schreck presented a handout to the Committee members and reported that the map reveals the projects that ODOT has scheduled as well as a brief legend of the calendar year of each project. Charles Schreck recommended that the Committee members read the TAC meeting minutes as Dan Kaseman gave a detailed report of the ODOT projects contained within the handout. Charles Schreck reported that the IR 75 Project is ODOT's largest project locally. The Kibby/Bellefontaine Intersection Project is still in the planning stage and ODOT is reviewing three different alternatives; one of the alternatives is a roundabout. ODOT anticipates deciding on one of the alternatives later this year.

d. Perry Township Historical Society Founder's Day 2011

Kevin Cox presented to the Committee members a handout pertaining to the Perry Township Founder's Day celebration and invited all to the celebration.

8. **ADJOURNMENT**

**Motion 55 (05-26-11) TCC**

Roy Hollenbacher made the motion that the meeting be adjourned. Seconded by Gregory Berquist; motion carried.