

TRANSPORTATION ADVISORY COMMITTEE

June 21, 2011

There was a **Transportation Advisory Committee** meeting of the Lima-Allen County Regional Planning Commission held on **Tuesday, June 21, 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 – May 24, 2011
3. RTA Report
4. 2040 Population & Land Use Projections
5. Retrospective of Spot Study Intersection Improvement Studies
6. Status Update: High Water Hazard Analysis
7. Status Update ACRTA FY 2012-2015 Operational Analysis & Management Plan
8. Propose FY 2012-2015 TIP Amendment
9. Other
10. 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. Mark Droll	Kohli & Kaliher
Mr. Jim Everett	Village of Cairo
Mr. Daniel Hoying	LJB, Inc.
Mr. Steve Kayatin	Allen County Sanitary Engineer
Mr. Jed Metzger	Chamber of Commerce
Mr. Kirk Niemeyer	City of Lima
Mr. Doug Post	Amanda Township

GUESTS

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
Mr. Justin Niese	Lima-Allen County Regional Planning Commission
Ms. LeeAnn Sypherd	Lima-Allen County Regional Planning Commission

2. **APPROVAL OF TAC MINUTES – May 24, 2011**

Motion 37 (06-21-11) TAC

Mark Droll made the motion that the TAC minutes of May 24, 2011 be approved. Seconded by Doug Post; motion carried.

3. **RTA REPORT**

Rosann Christian reported that the Allen County Regional Transit Authority (ACRTA) staff has been very busy the past couple of weeks. Staff has been continuing to work with the Federal Transit Authority (FTA) as well as with the Ohio Department of Transportation on

3. **RTA REPORT** (Continued)

ideas as to what direction the Agency should proceed. The Agency held a retreat on June 3 and reviewed how the Agency compared to other urban systems of various sizes within the State of Ohio. The Agency also reviewed its performance over the past five years. Rosann Christian reported that if ACRTA had additional funds the Agency might be able to provide more services and/or service hours. The ACRTA has some Jobs Access Reverse Commute (JARC) funds as well as New Freedom dollars that they were awarded. The New Freedom funds are what ACRTA is using to fund the route to the Village of Spencerville as well as the route to the City of Delphos. The ACRTA believes that the funds awarded are not being used efficiently and the ACRTA has been in discussions with several social service agencies about providing more contract services. Rosann Christian reported that the local coordination efforts are ongoing and producing results. The ACRTA is reviewing changing the Spencerville and Delphos routes to demand response routes thereby cutting costs by not running the routes when the Allen County Board of Developmental Disabilities (ACBDD) is not using the routes. The JARC funds need to be used by December 31, 2011. Rosann Christian reported that the ACRTA is reviewing the costs of expanding the service times in the morning and afternoon as well possibly adding Saturday hours. The local match funds are still an issue. In the process of discussing contract services with other local agencies, there is a possibility of bringing in some local match funds. The ACRTA may be able to be considered a “pass-through” for the funds of other agencies that ACRTA may coordinate services with. Rosann Christian reported that ACRTA would like to be able to start the service expansions in August or September which would enable ACRTA to utilize the New Freedom monies. The ACRTA may be able to secure more New Freedom funds for capital or operating if ACRTA adds additional services. The smaller urban transit systems are not utilizing the JARC and New Freedom monies like the larger transit systems therefore there may be opportunities for ACRTA to apply for additional JARC and/or New Freedom monies. Rosann Christian reported that these discussions have encouraged ACRTA to review its current rolling stock and the ACRTA has some aging vehicles that it would like to replace. If ACRTA was to order new buses, it takes approximately 16-18 months to build and ship. The useful life of the current buses may be able to be extended but the lifts are showing wear. The lifts can be rebuilt for an approximate cost of \$12,000. ACRTA has some ARRA funds that it may be able to use at 100% for this purpose. Rosann Christian reported that ACRTA has been in discussions with the Lima-Allen County Regional Planning Commission (LACRPC) about allocating funds for the purchase of a couple of new buses as well as some vans. ACRTA has four vans that also are in need of replacement. In the meantime, the ACRTA may have to lease vehicles. Rosann Christian reported that ACRTA anticipates an August timeframe for the installation of the scheduling and dispatching software for its vehicles. The Mobile Data Transmitters (MDT) has been shipped to the manufacturer for the installation of the GPS chips. Rosann Christian reported that the ACRTA is in preparations for its Triennial Review which should occur in August. One of the ACRTA buses did experience an accident a few weeks ago and the ACRTA is waiting for a determination from the insurance company as to whether the bus is a total loss; Rosann Christian anticipates the 2009 bus will be determined to be a total loss. Doug Post asked if the ACRTA contracts to provide transit services for special events such as the Allen County Fair. Rosann Christian replied that the ACRTA is limited by federal regulations as to what the agency is allowed to do. ACRTA is not allowed to compete with local vendor such as Buckeye Charter. Doug Post asked who Buckeye Charter was and what the company does. Rosann Christian responded that Buckeye Charter is a small, local charter bus company. ACRTA has worked with Buckeye Charter in the past; if ACRTA is asked to provide a charter service, ACRTA will recommend that the requestor speak with Buckeye Charter. Buckeye Charter will review what it is capable of doing and if it is unable to meet the client’s needs, Buckeye Charter will refer the client back to ACRTA. Rosann Christian reported that ACRTA does work with Buckeye Charter to provide services during the Star Spangled Spectacular. Doug Post

3. RTA REPORT (Continued)

stated that it would be a nice service if ACRTA could be available to take clients from the Village of Spencerville to the Allen County Fair and return those same clients back to the Village of Spencerville. Rosann Christian replied that this service has not been brought to ACRTA in the past but might be a service that the agency could look into.

Motion 38 (06-21-11) TAC

Daniel Hoying made the motion to accept the ACRTA report. Seconded by Doug Post; motion carried.

4. 2040 POPULATION & LAND USE PROJECTIONS

Thomas Mazur presented a PowerPoint presentation and reported that staff has been working with the new Census redistricting data that the LACRPC has received and how the data will affect the City of Lima as to wards and precincts. Staff will also have to reassign all of the 2010 Census demographic variables across the 360+ Traffic Analysis Zones (TAZ) in our Travel Demand Model. Thomas Mazur reported that at the county level that the population projection out to the year 2040 reveals that the population within Allen County will drop to approximately 103,304. Up through the year 2030, the LACRPC's figures are in line with those of the Ohio Department of Development (ODOD); ODOD has only projected out to the year 2030. Staff completed a straight line regression to achieve the figures for the year 2040; the R^2 value comes to approximately .84. Thomas Mazur reported that staff will now begin to break the figures down further to all of the other political subdivisions. Staff is concentrating on the townships and villages that have not been targeted much in the past. Staff has begun with the Village of Bluffton mainly because it straddles two counties. Staff is analyzing not just population but land use and how land use will change out to the year 2040. The population change out to the year 2040 comes to .976 which represents a slow, dependable, steady growth within the village. The commercial land use also reveals a steady increase of approximately 87% or the need for approximately 20% more land. Of interest is that staff has not taken into account the vacant store fronts with the second and third stories. Staff believes these spaces might be better utilized as apartments instead of for commercial use. Thomas Mazur reported that the residential land use continues to follow the population projections at approximately 96%. The industrial land use reveals fits and starts; an industrial building of several thousand square feet covers growth for some time. The industrial land use growth is at approximately 91% or a 40% change over the time frame. Current Bluffton limitations reflect the absence of Hancock County data. Thomas Mazur reported that the Village of Ft. Shawnee has not been a member of the LACRPC since the 1970's. The population within the village is declining and some of that population is relocating out into the township. Approximately 70% of the Village of Ft. Shawnee is agriculture. The commercial projects reveal an increase over time for an approximate 35% change. The industrial change as well as the residential land use is growth is weak. The industrial land use change is fairly flat with fits and starts and reveals an approximate 59% change over time. Staff will be in discussions with all of the political subdivisions as well as the Allen Economic Development Group (AEDG) pertaining to the land use projections within each political subdivision. Thomas Mazur reported that the TAZ's will not be completed until the 2010 Census data is released; staff anticipates receiving the SF1 form sometime in August. No action is required at this time.

5. RETROSPECTIVE OF SPOT SAFETY INTERSECTION IMPROVEMENT STUDIES

Thomas Mazur presented to Committee members a handout of the High Crash Intersections Studied from 2007-2010 and reported that a draft of thirteen different intersections was presented to the Committee. Staff received comments from Committee members as well as

5. RETROSPECTIVE OF SPOT SAFETY INTERSECTION IMPROVEMENT STUDIES
(Continued)

from ODOT. Thomas Mazur reported that the chart represents 45 different intersections. The chart reveals the crash rates and the Average Adjusted Daily Traffic (AADT) that was included in the analyses when the studies were initially conducted. Staff has gone back and reviewed the intersections to determine if the intersections have shown improvement after some or all of the recommended upgrades have been completed to the intersections. The report(s) are a “red flag” analysis and staff does not keep track of what each of the political subdivisions does or does not do with the recommendations. Thomas Mazur reported that the column that is highlighted in yellow represents the Improvement Rating with 1 meaning that nothing was done to the intersection, 2 means that some of the recommendations were completed, 3 means that a couple of the improvements were completed, 4 means that most of the improvements were completed and 5 means that all of the improvements were completed. Thomas Mazur reported that it is interesting to note that some of the intersections that had no improvements made to them reveal that the crash rate decreased and some of the intersections that had several improvements made reveal that the crash rate increased. Thomas Mazur reported that the crash rates decreased on average .3 per Million Entering Vehicles (MEV) from 1.4 down to 1.1 collectively. The AADT decreased approximately 6% over the study period. The recession appears to have had an impact; fewer persons were driving. The number of crashes decreased approximately 25.9% or approximately 60 crashes per year reduction. The societal savings is approximately \$3.9 million. Improvements were noted at 28 of the 45 intersections. The crash rates dropped at 30 of the 45 intersections. Thomas Mazur reported that of the intersections with an Improvement Rating of 5, the crash rates dropped by 1.1% collectively which suggests that the recommended improvements were beneficial. The crash rates should continue to improve at these intersections because it takes time for drivers to get used to the changes. The intersections with an Improvement Rating of 1 improved by approximately .2%. Daniel Hoying asked if the items highlighted in green were the recommendations made for the different intersections. Thomas Mazur responded in the affirmative but staff is not sure which of the recommendations were undertaken by the different political subdivisions. Kirk Niemeyer stated that the City of Lima’s strategy is to deal with the worst locations first. Thomas Mazur reported that the Committee reviewed the Horizontal Curve Study at the April meeting and stated that the report was submitted to ODOT for review and comment. Staff has not yet received notification from ODOT as to whether ODOT will fund the improvements recommended within the report. Staff received comments back from the Allen County Engineer’s Office (ACEO) pertaining to the curve on Dutch Hollow Road. The ACEO is removing the speed limit sign of 55 mph. The ACEO also does not want to install the chevrons but would like to install the raised pavement markings in the center line and along the edges. No action is required at this time.

6. STATUS UPDATE: HIGH WATER HAZARD ANALYSIS

Justin Niese reported that this analysis has been an ongoing study since last year. Initially, staff reviewed the high water locations within Allen County; staff has since begun to delve deeper into the rural township areas. Justin Niese reported that according to ODOT, Allen County contains approximately 1,326 Functional Class roadway miles. Approximately 272 of the functional class are urban miles and approximately 1,054 of the functional class are rural miles. There are approximately 33.5 miles of the functional class are located within the floodplain. Staff assumed that the roadways located within the floodplain would experience high water incidents therefore staff reviewed other areas to determine if there were drainage issues. Justin Niese reported that staff asked the local townships to identify the high water areas within their township. Staff determined that there were 188 locations that experienced high water incidences and of those 188 locations 49 or 26% were located within the

6. STATUS UPDATE: HIGH WATER HAZARD ANALYSIS (Continued)

floodplain. Thomas Mazur reported that one of the factors involved is that Allen County typically receives approximately 30 days of precipitation and adverse weather is responsible for approximately 32% of all of the crashes. Justin Niese reported that the first map contained within the handout reveals that the Auglaize and Ottawa Rivers run through western and central Allen County respectively and the Riley and Little Riley creeks are located by the Village of Bluffton. The second map reveals the high water locations and there are several clusters located within Jackson and Sugar Creek townships. Auglaize Township is the highest location within Allen County therefore the township experienced fewer high water locations. Justin Niese reported that the third map reveals the locations of all of the high water crashes within the county. Staff used crash reports to determine the high water locations and if law enforcement entered that the crash was caused by wet, snow, ice or mud roadway conditions, staff considered that a high water location. Justin Niese reported that of the approximate 24,289 crashes over the time period from 2003-2008, approximately 7,802 occurred under adverse weather conditions. Of those crashes, approximately 62% occurred under wet road conditions, approximately 37% occurred under icy road conditions, approximately 1% occurred because of mud and/or dirt and approximately 0.4% occurred because of high/standing water. Justin Niese reported that the fourth map reveals the adverse weather crash rates on the functional classification system. Thomas Mazur reported that staff compared Allen County's crash rates by functional class by the state's average under adverse weather. Justin Niese reported that once this data was gathered, staff reviewed the "red flag" areas that were higher than the state averages. The last map reveals the adverse weather crash rates higher than the state averages on the functional classification system. These areas will be studied more in depth to determine what pavement factors may have contributed to these crashes. Justin Niese reported that staff determined some possible countermeasures and broke the countermeasures down into two different categories-design and maintenance. For example, the design of a ditch may need to be reviewed as to capacity and or placement. Within the maintenance portion, the issue may be the regarding of the ditch or the cleaning of the ditch. Thomas Mazur reported that staff went back to each location along with the ACEO and reviewed the areas to determine if any items were missed. In some locations within Monroe and Jackson townships the roadways were lower than the surrounding fields and there were no ditches for water runoff. Justin Niese reported that the costs to correct some of the issues vary per township. American Township's estimated costs are the highest because staff included the townships stormwater collection system. Jackson and Monroe townships estimated costs are also high due to the number of locations received by staff. Shawnee Township's estimated costs are low because staff received two locations from the township with one being located within the floodplain. Thomas Mazur reported that this report is not speaking to bridges. Justin Niese reported that the total estimated costs come in at approximately \$1.1 million. Thomas Mazur reported that staff will add the 2009 and 2010 crashes and revise the adverse crash data with the added two years. Justin Niese reported that one of the issues appears to be private tiles from farmer's fields draining onto the roadways. Daniel Hoying asked how the county's ditch maintenance program overlapped with the townships. Justin Niese replied that if a ditch was on the county's maintenance program the ditch was much cleaner than if it was not. Thomas Mazur reported that staff is exploring the possibility of developing a hydraulic model using the Village of Bluffton as an example. Staff will use current LIDAR data and the new hydraulic and hydrologic studies for the Little Riley Creek. The majority of the analysis may be contracted to a consultant such as Wolpert. No action is required at this time.

7. STATUS UPDATE ACRTA FY 2012-2015 OPERATIONAL ANALYSIS & MANAGEMENT PLAN

Thomas Mazur reported that each year the Committee receives a report on ACRTA's Transit Development Plan (TDP). Most of the data that staff compiled for this year's analysis is good. The largest negative factor is the lack of local match funds. Staff did not do a Level of Service (LOS) analysis of transit due to all of the cuts that the agency has experienced over the past few years. The report reveals no major changes as to service hours, miles, etc. Thomas Mazur reported that more and more of this Metropolitan Planning Organizations (MPOs) status is being questioned by the federal government because the MPO is not funding different of the transportation system. The latest rumor is that the MPOs under 250,000 in population are going to be eliminated. Some of this is based on poor performance in terms of public involvement and other issues are that the MPOs are not meeting the federal guidelines. Thomas Mazur reported that another critique is how the federal funds are managed and allocated. For example, in the FY 2012-2015 Transportation Improvement Program (TIP) no funds were allocated to transit. Staff has been in discussions with ACRTA pertaining to extending service hours and these discussions are ongoing. Staff is reviewing recommendations pertaining to ACRTA's rolling stock; the agency has some 1998 buses. These buses are at the end of their service lifetime but the buses themselves are still in decent shape but the lifts are no longer reliable. Thomas Mazur reported that capital improvements for ACRTA will need to be added to the FY 2012-2015 Operational Analysis & Management Plan as well as to the FY 2012-2015 TIP. The Federal Transit Administration (FTA) is very much for coordination between the transit and paratransit agencies within communities. Thomas Mazur reported that the Shawnee Road project has been pushed back another year thereby freeing up funds and staff would like to program rolling stock for ACRTA in FY 2012 and FY 2013; one bus in FY 2012 and two buses in FY 2013. ACRTA is in need of new buses in order to continue servicing the Allen County Board of Developmental Disabilities (ACBDD) clients and the possible expanded services to the more rural areas within the county. ACRTA is reviewing the possibility of extending a route to the Village of Bluffton. Thomas Mazur reported that the Committee will receive the final document at the July meeting. No action is required at this time.

8. PROPOSED FY 2012-2015 TIP AMENDMENTS

Thomas Mazur presented a handout to the Committee and reported that the changes to Table 7 are highlighted in yellow. The bus highlighted in FY 2012 is a 30 foot or longer bus for approximately \$380,000. Marlene Schumaker reported that staff will be requesting 100% Congestion Mitigation Air Quality (CMAQ) funds for the purchase of these buses. In order for the CMAQ funds to be utilized at 100%, these buses must be on the State Transportation Improvement Program (STIP) that will be submitted on July 1. Staff is conducting the public participation at the same time that the amendments are being discussed. Thomas Mazur reported that under the current Transportation Bill CMAQ funds can be used at 100%; no local match required. The new Transportation Bill may eliminate this possibility. Marlene Schumaker reported that if the amendments and additions do not make the July 1 timeline, then the 80/20 match becomes the norm and ACRTA does not have the local match funds. Marlene Schumaker reported that in addition to the Shawnee Road project being moved back to FY 2014 there were several other projects that have dropped off of Table 7 after the TIP was submitted to ODOT. Thomas Mazur reported that in January the TIP budget had to be trimmed in order to accommodate some projects. Funds were moved from the ACEO's project(s) and now those funds need to be added back to those project(s). Marlene Schumaker reported that \$250,000 was borrowed from ODOT in order to accommodate the ODOT sidewalk projects and then the MPO was to pay the funds back in FY 2014. Some of the sidewalk projects have been dropped thereby freeing up some CMAQ funds for use. Thomas Mazur reported that the SR 81 sidewalk project programmed for FY 2014 has been

8. PROPOSED FY 2012-2015 TIP AMENDMENTS (Continued)

temporarily “shelved”; ODOT ran into some unforeseen issues with a utility relocation that was not included in the original plans. Marlene Schumaker reported that the MPO’s \$75,000 is still included in Table 7 as the MPO requires a letter from ODOT requesting the removal of the project from Table 7 and the TIP. Thomas Mazur reported that the SR 309 sidewalk project is also “up in the air” because the Bath Township Trustees have not agreed to accept responsibility for the maintenance of the sidewalks. ODOT will include sidewalks in a project and build the sidewalks but the township in which the sidewalks are located must accept responsibility for the maintenance of the sidewalks. Thomas Mazur reported that the railroad grade separation project and the Kibby/Bellefontaine Project have both been removed after the TIP was submitted to ODOT. Both were ODOT projects; the removal of these two projects has freed up funds in FY 2014 and FY 2015. Mark Droll asked if the Kibby/Bellefontaine Project is truly not included in the TIP. Thomas Mazur replied in the affirmative and stated that the project still has a PID number. Mark Droll asked what precipitated the removal of the project. Thomas Mazur reported that ODOT did not have the funds. Kirk Niemeyer asked if these changes were recent. Marlene Schumaker reported that the FY 2012-2015 TIP was finalized on May 20; two days after the TIP was submitted staff began to receive changes. Thomas Mazur reported that ODOT Central Office is going through a major reorganization. Over the next few years over 20% of ODOT’s labor force will be eliminated. Jed Metzger asked if districts within the State of Ohio will be consolidated or eliminated. Thomas Mazur replied that anything is possible. Thomas Mazur requested three separate motions to cover the changes.

Motion 39 (06-21-11) TAC

Steve Kayatin made the motion to authorize the purchase of a 30 foot bus by the Allen County Regional Transit Authority (ACRTA) in FY 2012. Seconded by Dough Post; motion carried.

Motion 40 (06-21-11) TAC

Mark Droll made the motion to authorize the purchase of two buses by the Allen County Regional Transit Authority (ACRTA) in FY 2013. Seconded by Doug Post; motion carried.

Motion 41 (06-21-11) TAC

Doug Post made the motion to increase the funding for PID 77305 Shawnee Rod Project in FY 2014. Seconded by Daniel Hoying; motion carried.

Marlene Schumaker reported that even though a funding increase has been approved for the Shawnee Road Project staff reallocated the funds; the project now contains more Surface Transportation Plan (STP) funds than CMAQ funds.

9. OTHER

None.

10. ADJOURNMENT

Motion 42 (06-21-11) TAC

Mark Droll made the motion that the meeting be adjourned. Seconded by Doug Post; motion carried.