

## CITIZENS ACCESSIBILITY ADVISORY COMMITTEE

October 14, 2010

There was a meeting of the **Citizens Accessibility Advisory Committee (CAAC)** of the Lima-Allen County Regional Planning Commission on **Thursday, October 14, 2010**, 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 CAAC Minutes – June 10, 2010
3. High Crash Intersection Locations
4. Crash Rates on Allen County Roadways
5. Coordination Update
6. TIP Updates
7. Other
8. Adjournment

### 1. **ROLL CALL**

Ms. Mary Early	Family & Children First Council
Ms. Jacqueline Fox	LACCA
Ms. Tami Gough	Allen County Health Ministries
Ms. Shelley Gould	Allen County Regional Transit Authority
Ms. Joyce Hale	Delphos Senior Citizens
Ms. Marie Niese	Social Security Administration
Ms. Erica Petrie	Area Agency on Aging

### **STAFF**

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

A quorum being present, Thomas Mazur brought the meeting to order and proceeded with the agenda.

### 2. **APPROVAL OF CAAC MINUTES – June 10, 2010**

Thomas Mazur distributed to Committee members, for review, copies of the June 10, 2010 minutes. The Committee accepted the minutes as presented.

### 3. **HIGH CRASH INTERSECTION LOCATIONS**

Thomas Mazur presented a handout to committee members and proceeded to review the handout. Thomas Mazur reported that federal monies are used to address safety on the roadways for construction, engineering, enforcement and redevelopment. The Metropolitan Planning Organization (MPO) is now in the process of accepting projects for possible funding. Thomas Mazur reported that Table 2 of the handout is a breakdown of all of the crashes that may be eligible for federal funding. The requirements are the intersection must have a minimum of 10 crashes over a three-year period and a crash rate of at least 1.0 per million entering vehicles (MEV). Table 2 identified 46 intersections within Allen County. The range is 60 crashes at Cable and Elida roads and 10 crashes at Baxter and Delphos streets. There were fifteen (15) other locations that had fifteen or more crashes but did not meet the crash rate of 1.0 per MEV. These locations did not meet the criteria to receive federal

**3. HIGH CRASH INTERSECTION LOCATIONS** (Continued)

funding and have been removed from the list. Thomas Mazur reported that this listing was somewhat of a surprise because for several years Cable and Elida roads were not tops on the list. It has returned and is the number one intersection for crashes. The intersection of Eastown and Elida roads has also returned to the list. The intersection of Elizabeth and Wayne streets remains an issue but staff believes that once the one-way to two-way conversion is completed, this intersection may improve. Thomas Mazur reported that the second page of the handout contains a map that depicts where the majority of the intersection crashes are occurring. The red dot depicts the intersection of Cable and Elida roads. The yellow dots are the intersections that are being targeted for further study. Thomas Mazur reported that this handout is a small portion of a larger document that reviews at what stage the studies are in for each of the problematic intersections and what steps might need to be taken to help alleviate the crashes at the intersections. Thomas Mazur reported that many of the sites are within the central business district (CBD) of the City of Lima; for the most part they tend to be minor property damage crashes. Thomas Mazur reported that two other intersections have moved up the rankings with the increase in crashes; the intersection of American Avenue and Hartzler Road and the intersection at American Avenue and Cable Road. The increase in the number of students attending the University of Northwestern Ohio (UNOH) is believed to be one of the reasons for the increase in crashes at these two intersections. Staff will be attending a meeting with the administration of UNOH, the Ohio Department of Transportation (ODOT), the Allen County Engineer's Office (ACEO) and the American Township Trustees in early November to discuss these intersections. Thomas Mazur reported that the High Crash Intersections Report will be shared with all of the political subdivisions. Thomas Mazur requested comments or suggestions from committee members which will then be forwarded on to the appropriate political subdivision for consideration. Tami Gough asked for clarification as to why intersections that have ten or more crashes are not considered for federal funding. Thomas Mazur replied that to be eligible for federal funding the intersection must meet the frequency of crashes criteria as well as the crash rate criteria. The frequency is the number of crashes over a three-year period based on the average daily traffic (ADT). Shelley Gould commented that the improvements at the intersection of Central and North streets really did help with the number of crashes at that intersection. Jacqueline Fox asked if the yellow and red dotted intersections were intersections that were going to receive funding. Thomas Mazur replied that this is a "red-flag" report for the political subdivisions and the political subdivisions will receive the report at the end of the month. The political subdivisions will decide which intersections are the most problematic and need more study. Then possible solutions will need to be developed.

**4. CRASH RATES ON ALLEN COUNTY ROADWAYS**

Thomas Mazur reported that the handout distributed to the committee members reviews the crash rates along the higher order roadways within Allen County. Thomas Mazur reported that the MPO monitors the higher order roadways in order to be able to secure federal monies for those roadways. The first map of the handout identifies all of the higher order roadways within Allen County. These roadways account for approximately 12% of all of the roadways within the county and these roadways carry approximately 45% of all of the traffic. Staff compiled all of the crashes that have occurred over the past three years and plotted the crashes along the roadways. Then, based on the ADT, staff began to look for anomalies. Thomas Mazur reported that there are urban and rural roadways contained within the functional classification system. The State of Ohio has identified thresholds for all of the roadways whereby a particular roadway exceeds accepted standards for safety. Each roadway has different standards. Thomas Mazur reported that the second map of the handout reveals closer details of the City of Lima and its crash rates. Staff is concerned

**4. CRASH RATES ON ALLEN COUNTY ROADWAYS (Continued)**

about the roadways that have four (4) crashes per million vehicle miles traveled (MVT). Thomas Mazur reported that the crash rates are higher in the rural areas because the lower the traffic volume, the higher the crash rate. The crash rates on the roadways and the intersections help staff to concentrate on the areas that have the highest number of crashes over the three-year period.

**5. COORDINATION UPDATE**

Thomas Mazur introduced Erica Petrie, the mobility manager for the Area Agency on Aging (AAA-3). Erica Petrie passed out a handout to committee members and proceeded to review the data contained therein. One of the goals was to address the service gaps within the community as pertains to transportation. The AAA-3 instituted a call center that went on-line July 1, 2010. The AAA-3 also developed a brochure that has been distributed throughout the county. Erica Petrie reported that she has attended several meetings with ministerial groups as well as making two (2) appearances on WLIO and two (2) appearances on WTLW to promote the call center. A coordinated transportation group has been developed for Hancock and Putnam counties. The brochure has been distributed throughout the seven (7) counties that AAA-3 services. Erica Petrie reported that since the call center went on-line, it has experienced an increase in calls each month. Erica Petrie reported that effective October 1, 2010; the AAA-3 will assist anyone to find a ride no matter the client's age. The AAA-3 will pay for trips for clients over the age of 60 and under the age of 60 if disabled. The AAA-3 has been researching all areas to be able to obtain different funding streams in order to be able to assist more and more clients to find rides. Erica Petrie reported that the AAA-3 has developed a partnership with Goodwill/Easter Seals whereby Goodwill/Easter Seals is willing to turn over some of its United Way dollars to pay for rides. Goodwill/Easter Seals would like to be the provider of the rides in exchange for the use of the monies. Erica Petrie reported that the AAA-3 staff has applied for multiple grants in an attempt to obtain more funds. The AAA-3 has also requested an additional match from van recipients. Two van recipients have stated that they will apply an approximately 10% match for approximately \$16,000 that can be used for rides for clients under the age of 60. Shelley Gould asked what the criteria were for someone to receive a ride. Erica Petrie responded that one of the criteria is that there is no other community resource available. The AAA-3's main goal is to transport clients over the age of 60 to medical appointments but the agency will transport to the grocery, the hair salon, etc. Some of the trips are arranged as a contract trip through another agency that might not have provided the trip otherwise. Erica Petrie reported that is a client calls the call center for a trip and states that they are disabled and under the age of 60, initially the trip will be provided. A case worker will be sent later to evaluate the client as to whether the client actually qualifies. The call center employees have been given a basic Americans with Disabilities Act (ADA) description of disability to assist with the initial call. Erica Petrie reported that the AAA-3 has also partnered with the Allen County Regional Transit Authority (ACRTA) and the ACRTA will provide bus passes for clients to be able to ride the bus to an appointment, etc. Marie Niese asked if a disabled client must present an actual certification of disability to receive a ride. Erica Petrie replied that initially the client does not have to provide documentation of disability but in order to receive further trips some type of proof of disability will need to be provided. The AAA-3 is utilizing the broadest description of disability as criteria in order to err on the side of the client. Erica Petrie reported that the Future of Accessible Coordinated Transportation Services (FACTS) coalition has been working on establishing a coordinated driver training workgroup. The members of the workgroup are Linda Clymer, Michelle Cocerta and Stephanie Neil. A volunteer transportation group is another goal of the FACTS coalition. The AAA-3 may be able to partner with the American Cancer Society for the volunteer driver program. Erica Petrie reported that the American Cancer Society in Van Wert stated that it

**5. COORDINATION UPDATE** (Continued)

needed a coordinator. The AAA-3 stated that it would be the agency's coordinator and asked if it could use the agency's volunteer driver program to provide rides. The details are being worked out and may begin in April or May of 2011. Joyce Hale asked how the insurance issue would be handled. Erica Petrie replied that the driver must carry their own insurance and then the AAA-3 would carry an additional liability policy to cover the additional above what the driver carries. Thomas Mazur stated that the volunteers must be trained in what is expected of them as well as other areas that they may be called upon to handle. The volunteers will also have to be screened. Erica Petrie reported that the volunteer program can be a benefit to the community if handled appropriately. Erica Petrie reported that the technology portion of the coordination effort has been placed on hold for now. The AAA-3 will be attending a meeting with ACRTA to discuss when this portion of the coordination effort will be up and running. Erica Petrie will be going on maternity leave in the near future but will continue to check emails and voicemails. The call center will continue to operate and LeAnn Rolland will be the contact person for questions while Erica Petrie is on maternity leave. Erica Petrie reported that the call center received 30 calls from June through the first week of October. Approximately 30% of the callers have identified themselves as disabled. Allen County is the largest county serviced with Van Wert County coming in second place.

**6. TIP UPDATE**

Thomas Mazur presented a handout to the committee and proceeded to review the handout. One of the goals of the MPO is to fund transportation projects within the county. Thomas Mazur reported that in the past the MPO has funded ACRTA for vehicles and technology upgrades. In the past month, ODOT has changed its policies and "forced" the MPO to face the fact that ACRTA has no local match which precludes the agency from being included in the Transportation Improvement Program (TIP). Therefore, no MPO funded capital projects for ACRTA are included in the FY 2011-2015 TIP. Thomas Mazur reported that the TIP is a capital improvement project list of all of the federal funds that come into the community for the use of transportation projects over the next four (4) years. If a project is not included in the TIP or the 2030 Long Range Transportation Plan (LRTP) then the project cannot be funded; if there is no local match for a project, the project cannot be included in the TIP or be funded. Thomas Mazur reported that the MPO receives approximately \$2 million for projects each year at a 60/40 split for Surface Transportation Program (STP) funds and Congestion Mitigation Air Quality (CMAQ) funds. STP funds may be used for roads, bridges, rail, highways, bike paths, pedestrian paths, planning monies and transit coordination projects. The CMAQ monies are more limited in what they may be used for. The CMAQ monies can only be used for air quality neutral projects; projects that theoretically remove a vehicle from the roadways such as a bikeway or pedestrian project or a transit related project. The scheduling and dispatching software for ACRTA was funded with CMAQ monies. Thomas Mazur reported that from FY 2011, which we are currently in, through FY 2015 the MPO has approximately \$10 million in funds to program. The MPO has approximately \$5.3 million committed to projects with approximately \$16 million in proposed projects. The figure at the bottom of the lower table on the first page has changed from an approximately \$15.7 million with an addition of approximately \$335,000 to the Shawnee Road and Ft. Amanda Road project. Thomas Mazur reported that the table on the second page of the handout reviews the breakdown of proposed projects from FY 2011 through FY 2015. The FY 2008-2011 TIP is contained within the first portion of the table; the STP funding is at approximately \$578,552 and CMAQ stands at approximately \$1,003,758. To this has been proposed a project by the City of Delphos for sidewalks from 3<sup>rd</sup> Street to SR 309 for approximately \$39,200 in CMAQ funds. The ACEO has proposed a first phase for Lincoln Highway from SR 115 to the Village of Cairo corporation limits for approximately \$500,000 in STP monies. Thomas Mazur reported that the next portion of the table contains

6. **TIP UPDATE** (Continued)

proposed projects for FY 2012. The black MPO planning is for federal funds used to offset costs for the MPO. The City of Lima has proposed a project for Elm Street from Cable Road to Woodlawn for approximately \$1,344,000 in STP funds. The ACEO has proposed a Phase 2 for Lincoln Highway from the Village of Cairo to the Village of Beaverdam for approximately \$1 million. Lincoln Highway was at one time a federal highway but in 1972, ODOT gave the highway to the ACEO. The ACEO must now maintain the roadway and the joints contained in the highway are deteriorating and need replaced. The Village of Spencerville has proposed a Hike/Bike Project along the Miami-Erie Canal for approximately \$2.6 million in CMAQ funds. This project is contained within the Spencer Township/Village of Spencerville Comprehensive Plan. Thomas Mazur reported that in FY 2013 the MPO has programmed planning funds and ODOT has proposed three (3) projects. The first project is for sidewalks along SR 117 to SR 309, the next project is for sidewalks to be included in the IR 75 project and the last project is for sidewalks along SR 81. These three projects total approximately \$400,000 in CMAQ funds. The MPO has approximately \$2.3 million committed to the Shawnee/Ft. Amanda roads project. The ACEO would like to add sidewalks from Cam Court through the roundabout all the way to the Shawnee Manor Nursing Home. This will also include a bike/pedestrian path. Thomas Mazur reported that the City of Lima has proposed a project for Kibby Street from Pine Street to Bellefontaine Avenue for approximately \$1.4 million in STP funds. The Village of Spencerville has proposed a Phase 2 portion of the Hike/Bike Project along the Miami-Erie Canal for approximately \$687,000 in CMAQ funds. Thomas Mazur reported that in FY 2015, the Village of Spencerville has a Pedestrian Project for sidewalks to tie the schools in with the rest of the village for the students to walk to school safely for approximately \$200,000 in CMAQ funds. ODOT has proposed the MPO contribute approximately \$1 million to the Kibby/Bellefontaine Project. The Village of Elida has proposed a project at SR 309 and Greenlawn to assist with the flooding problem at the intersection at approximately \$600,000 in STP funds. Thomas Mazur reported that the Village of Bluffton has had a Hike/Bike Project in the TIP for approximately four (4) years. It has been programmed for FY 2015 but the monies may be added back into the pot if the village does not do something about the project. The Village of Cairo has proposed a project to redo Lincoln Highway from corporation limit to corporation limit. The village and the MPO are working with the Ohio Department of Natural Resources (ODNR) and their Urban Tree Program. Pictures of what Lincoln Highway used to look like have been reviewed. The Village of Cairo would like to upgrade its portion of Lincoln Highway. ODNR will provide 50% of the funding for trees. Thomas Mazur reported that the tables are in a draft stage. Staff made a presentation to the state Transportation Review and Advisory Committee (TRAC) pertaining to the Bellefontaine Railroad Grade Crossing project and the City of Lima Streetscape and One-Way to Two-Way Street Conversion project. The TRAC only reviews projects of \$5 million or more. If the TRAC approves either project for funding, the community may have some funds for local match. Thomas Mazur reported that the internal committee structure will review the tables and make recommendations for projects. Thomas Mazur requested comments or suggestions from committee members for projects.

7. **OTHER**

Thomas Mazur reported that vehicle inspections for the agencies that receive vehicles from the Lima-Allen County Regional Planning Commission (LACRPC) will begin sometime before Thanksgiving.

8. **ADJOURNMENT**

The meeting was adjourned at approximately 4:15 p.m.