

TRANSPORTATION ADVISORY COMMITTEE

August 23, 2011

There was a **Transportation Advisory Committee** meeting of the Lima-Allen County Regional Planning Commission held on **Tuesday, August 23, 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 – June 21, 2011
3. RTA Report
4. Speed & Delay Studies
5. Truck Stats
6. FY 2011 Completion Report
7. Proposed FY 2012-2015 TIP Amendment
8. FY 2012 Unified Planning Work Program (UPWP) Revisions
9. Final Intersection Spot Safety Improvement Study
10. Final Spot Safety Horizontal Curve Improvement Study
11. Other
12. Adjournment

A quorum being present, Kirk Niemeyer brought the meeting to order and proceeded with the agenda.

1. **ROLL CALL**

Mr. Mark Droll	Kohli & Kaliher
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. Charles Schreck	Ohio Department of Transportation District One
Mr. Jeff Sprague	Allen Economic Development Group
Mr. Brad Swick	Allen County

GUESTS

Ms. Rosann Christian	Allen County Regional Transit Authority
Ms. Kathy Streng	DLZ

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 – June 21, 2011**

Motion 43 (08-23-11) TAC

Brion Rhodes made the motion that the TAC minutes of June 21, 2011 be approved. Seconded by Mark Droll; motion carried.

3. RTA REPORT

Shelley Gould reported that the Allen County Regional Transit Authority (ACRTA) has changed its name to the Lima-Allen County Regional Transit Authority (LACRTA). Shelley Gould reported that the Federal Transit Authority (FTA) has completed the Triennial Review of the LACRTA. The LACRTA received a few minor findings; the LACRTA did not turn in its information to FTA on time, the procurement checklist is not completed each time and there was no Management Letter included at the beginning of the agency's Drug and Alcohol Policy. Shelley Gould reported that the LACRTA staff has been very busy in August preparing for the implementation of four new routes. The new routes begin running tomorrow, August 24, 2011. Doug Post asked what the four new routes were and where they would be going. Shelley Gould replied that there will now be a route to the Village of Bluffton, the Village of Harrod, the Brower Road area and out to Shawnee Township. Charles Schreck stated that he was under the impression that LACRTA already had a route out to the Brower Road area. Shelley Gould responded that this route is a contract route with the Allen County Board of Developmental Disabilities (ACBDD) and is a Demand Response Route, not a Fixed Route. Thomas Mazur asked if the new routes would be utilizing Jobs Access Reverse Commute (JARC) or New Freedom funds. Shelley Gould responded in the affirmative. Rosann Christian reported that the LACRTA will be utilizing New Freedom monies for the new routes. Thomas Mazur reported that the Metropolitan Planning Organization (MPO) asked if the MPO would need to pass a resolution in order for the LACRTA to be able to utilize the JARC and New Freedom funds for these new routes. Shelley Gould reported that the LACRTA has been in discussions with the Ohio Department of Transportation (ODOT) regarding these new routes. Rosann Christian reported that the LACRTA is utilizing some residual funds and the agency will be applying for new funds. Thomas Mazur reported that the Operational Analysis that was approved in July as well as the Public Transit-Human Services Transportation Coordination Plan (Coordination Plan) both referenced that the LACRTA would be targeting the JARC and New Freedom monies for new and extended services. Thomas Mazur asked the total amount of funds that the LACRTA would be applying for so that a Resolution could be drafted for approval by the Transportation Coordinating Committee (TCC). Rosann Christian replied that she would get with Thomas Mazur tomorrow to go over the figures. The LACRTA had received a \$500,000 grant in 2010 that required a 50/50 match and the LACRTA hopes that with the new coordination efforts with the ACBDD the LACRTA will have enough local match. The LACRTA would also like to add more service hours in either the morning or late afternoon and even possibly Saturday hours. The LACRTA anticipates applying for JARC funds in 2012 as well.

Motion 44 (08-23-11) TAC

Jeff Sprague made the motion to accept the ACRTA report. Seconded by Doug Post; motion carried.

4. SPEED & DELAY STUDIES

Thomas Mazur presented a handout to Committee members and reported that the maps contained therein review the Level of Service (LOS) for the AM, Noon and PM peak travel times for the corridors listed on the table before the maps. Staff drove each corridor three times from beginning to end at each of the peak times to average out any delays experienced. The map depicts whether the corridor's LOS is an A, B, C, D, E or F. Thomas Mazur reported that of the 1,346 miles of roadway within Allen County, there are approximately 930 that are considered a part of the local roadway system, 930 miles are part of the rural system and approximately 500 miles are part of the urban system. The majority of the deficiencies were on the collector routes. Approximately 20 miles of the urban system is at a LOS of D, approximately 5.5 miles at an LOS of E and approximately 4 miles

4. SPEED & DELAY STUDIES (Continued)

at an LOS of F. The LOS of F is located primarily in the Central Business District (CBD) due to the number of stop signs or traffic control devices which affect the speed over the course of a corridor. Thomas Mazur reported that the table reviews each of the collector routes by AM, Noon and PM peaks and presents the LOS by segment and directional flow. Some of the roadways listed had a deficient LOS entering the City of Lima but had a higher free flow speed and LOS on the way out of the City. Staff anticipates having completed LOS studies for the entire functional classification system in terms of lane miles and direction based on the speed and delay studies as well as by the Vehicle Miles Traveled (VMT) and capacity by Thanksgiving. Thomas Mazur reported that the urban system experienced an LOS of less than 1% at an F, less than 1% at an LOS of E and than 4% at a LOS of D. No action is required at this time.

5. TRUCK STATS

Thomas Mazur presented a handout to Committee members and reported that this report is the “fruit” of discussions with ODOT and the Allen County Engineer’s Office (ACEO) pertaining to freight and the IR 75 project and some bridge closings. Thomas Mazur reported that the maps contained within the handout depict Allen County Truck Flow on the Urban and Rural Functional Classification Systems and the second map depicts the Allen County Truck Crashes from 2008-2010. The number of truck crashes over the past 3 years came to approximately 626 with an average of approximately 220 crashes per year. Fatal truck crashes have decreased to 3 over the past 3 years, injury crashes amounted to approximately 500 and approximately 625 crashes were Property Damage Only (PDO) crashes. Thomas Mazur reported that a cluster of the crashes occurred on IR 75 particularly at the IR 75/36/696 near the Village of Beaverdam. SR US 30 near Leatherwood experienced a number of crashes over the time frame analyzed as well as St. John’s at Amherst Road. St. John’s at Breese Road also experienced a number of truck crashes. Thomas Mazur reported that approximately 35% of the truck crashes occurred on IR 75, 30% on the state routes, 19% on the county routes and 15% on the other routes. Truck crashes are trending downward. The ages of the drivers have increased by 5% to an average age of 45. Thomas Mazur reported that 80% of the truck crashes occurred on straight, level roadways, 70% during daylight conditions, 65% on dry roadways, 60% did not occur at intersections but were mid-block crashes and 67% were the truck drivers fault. Speed and failure to yield were major causes of the truck crashes followed by improper lane changes, improper turn, following too close, unsafe speed and sideswipes. Other causes of the truck crashes were hitting a fixed object, rear-end collisions and angle crashes. Approximately 85% of all truck drivers are male with approximately 5% being female. No action is required at this time.

6. FY 2011 COMPLETION REPORT

Thomas Mazur reported that the LACRPC went over budget within certain line items of this year’s budget such as the FY 2012-2015 Transportation Improvement Program (TIP) primarily due to the number of changes required by the LACRTA and ODOT. This line item is over budget by approximately 25%. Services for the local political subdivisions are also over budget by approximately 18% predicated on some 30 unanticipated requests for assistance. The report is still in progress and will be presented to the internal committee structure in the near future. As the report is still incomplete, no action is requested at this time.

7. PROPOSEED FY 2012-2015 TIP AMENDMENT

Thomas Mazur presented a handout to the Committee members and reported that ODOT is working to add some 30 plus statewide line items included in the local TIP; the line items included in the table attached to the resolution were not included in the FY 2012-2015 TIP when the internal committee structure approved the TIP in March. Thomas Mazur reported that a motion is required to accept the resolution to include these line items to the TIP and forward the recommendation on to the TCC for approval. Charles Schreck reported that the majority of these line items are miscellaneous projects such as replacing guardrails. Daniel Hoying asked if these project line items are to be added to the Statewide Transportation Improvement Program (STIP), the local TIP or both. Thomas Mazur replied that these line items will be included in both the STIP and the TIP.

Motion 45 (08-23-11) TAC

Mark Droll made the motion to accept the Authorization to Add Statewide Transportation Improvement Projects to the LACRPC FY 2012-2015 Transportation Improvement Program and forward the recommendation on to the TCC for approval. Seconded by Shelley Gould; motion carried.

8. FINAL INTERSECTION SPOT SAFETY IMPROVEMENT STUDY

Thomas Mazur presented a handout to Committee members and reported that the FY 2012 Unified Planning Work Program (UPWP) experienced some changes. ODOT added approximately \$8,500 to the Consolidated Planning Grant which is included under line item number 605 Surveillance. ODOT allows the LACRPC to carryover funds from some line items to other line items. Approximately \$40,000 was added back into line item 605.8 Sustainability Initiative, approximately \$38,000 was added back to Comprehensive Planning and approximately \$85,000 was added back into the modeling analyses. The handout also included the budget tables with the revisions.

Motion 46 (08-23-11) TAC

Steve Kayatin made the motion to approve the FY 2012 Unified Planning Work Program (UPWP) Revisions and forward the recommendation on to the TCC for approval. Seconded by Daniel Hoying; motion carried.

9. FINAL INTERSECTION SPOT SAFETY IMPROVEMENT STUDY

Thomas Mazur reported that in May the Committee received a report on the intersections staff analyzed. Staff received comments from the City Engineer and the ACEO; the comments/recommendations have been included in the report. The report was never finalized and approved by the internal committee structure. Thomas Mazur requested a motion to accept the Final Intersection Spot Safety Improvement Study and forward the recommendation on to the TCC for approval.

Motion 47 (08-23-11) TAC

Jim Everett made the motion to accept the Final Intersection Spot Safety Improvement Study and forward the recommendation on to the TCC for approval. Seconded by Charles Schreck; motion carried.

10. FINAL SPOT SAFETY HORIZONTAL CURVE IMPROVEMENT STUDY

Thomas Mazur reported that the Fatal Review Committee and ODOT had made a recommendation to study curves within the county that had experienced crashes. The report was presented in April. Initially, staff identified 13 different curves and narrowed those down

10. FINAL SPOT SAFETY HORIZONTAL CURVE IMPROVEMENT STUDY (Continued)

to 4. The report findings were vetted with the City of Lima and the ACEO. Thomas Mazur requested a motion to accept the Final Spot Safety Horizontal Curve Improvement Study and forward the recommendation on to the TCC for approval.

Motion 48 (08-23-11) TAC

Brion Rhodes made the motion to accept the Final Spot Safety Horizontal Curve Improvement Study and forward the recommendation on to the TCC for approval. Seconded by Steve Kayatin; motion carried.

11. OTHER

a. Signs within the City of Lima

Thomas Mazur asked Kirk Niemeyer if the City of Lima had received its new signs. Kirk Niemeyer responded in the affirmative.

b. Local Support for Sidewalks Along SR 81

Thomas Mazur reported that staff received letters and comments of support for sidewalks along SR 81 in Bath Township between Country Club Hills and Lost Creek. Staff is waiting to receive a response from ODOT District One; staff did receive notification that after all Letters of Support for the sidewalk project were submitted to ODOT an extension was granted to the opposing parties to allow them to gather more Letters of Support to contest the construction of the sidewalks.

c. Notification from the Metropolitan Planning Organization and the National Association of Regional Councils

Thomas Mazur reported that staff received notification from the Metropolitan Planning Organization (MPO) and the National Association of Regional Councils (NAORC) that there is a possibility that funds will be available for roadways. There may be another “stimulus” plan for roadways in an attempt to create jobs.

d. Possible Disbanding of Local Metropolitan Planning Organizations (MPOs)

Steve Kayatin asked if any more information had been received about the possible disbanding of the local Metropolitan Planning Organizations (MPOs) by the federal government. Thomas Mazur replied in the negative. Steve Kayatin asked what would happen to the LACRPC. Thomas Mazur replied that the Regional Planning Commission would still exist but the local political subdivisions would no longer have any district representation with ODOT through the Agency’s MPO status. Charles Schreck reported that the House, the Senate and the White House all have different “plans” but none of them are close in agreement at this time. Steve Kayatin asked what would become of the different committees. Thomas Mazur replied that they would no longer exist.

e. Cell Phone “Cubes”

Steve Kayatin asked if any of the Committee members had any information about the new cell phone “cubes” that may replace the existing cell phone towers and what would happen to the cell phone towers. None of the Committee members had any information on these cell phone “cubes”.

12. ADJOURNMENT

Motion 49 (08-23-11) TAC

Brion Rhodes made the motion that the meeting be adjourned. Seconded by Jeff Sprague; motion carried.