

TRANSPORTATION COORDINATION COMMITTEE

August 25, 2011

There was a **Transportation Coordination Committee** meeting of the Lima-Allen County Regional Planning Commission held on **Thursday, August 25, 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 – July 28, 2011
3. Acceptance of TAC minutes – August 23, 2011
4. RTA Report
5. Speed & Delay Studies
6. Truck Stats
7. FY 2011 Completion Report
8. Proposed FY 2012-2015 TIP Amendment
9. FY 2012 Unified Planning Work Program (UPWP) Revisions
10. Final FY 2012-2016 Operational Analysis & Management Plan
11. Final Intersection Spot Safety Improvement Study
12. Final Spot Safety Horizontal Curve Improvement Study
13. Memorandum of Understanding between ACRTA and LACRPC
14. Other
15. Adjournment

A quorum being present, Gregory Berquist brought the meeting to order and proceeded with the agenda (due to a scheduling conflict, Larry Vandemark was unable to attend).

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	Lima-Allen County Regional Transit Authority
Mr. Roy Hollenbacher	Bath Township
Mr. Brion Rhodes	Allen County Engineer's Office (sat in for Timothy Piper)
Mr. Dan Reiff	Allen County
Mr. Charles Schreck	Ohio Department of Transportation
Ms. Chris Seddelmeyer	Shawnee Township
Mr. Thomas Tebben	City of Lima
Mr. Howard Violet	Marion Township

GUESTS

Ms. Rosann Christian	Lima-Allen County Regional Transit Authority
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STAFF

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

2. APPROVAL OF TCC MINUTES – JULY 28, 2011

Motion 78 (08-25-11) TCC

Howard Elstro made the motion that the TCC minutes of July 28, 2011 be approved. Seconded by Thomas Tebben; motion carried.

3. ACCEPTANCE OF TAC MINUTES – AUGUST 23, 2011

Motion 79 (08-25-11) TCC

Shelley Gould made the motion that the TAC minutes of August 23, 2011 be accepted. Seconded by Howard Elstro; motion carried.

4. 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 LACRTA has completed its Triennial Review and the Review went fairly well. There were a few minor findings such as the information required was not received by the Federal Transit Administration (FTA) in a timely manner. The LACRTA was not utilizing a procurement checklist at all times. Finally, there was no Management Letter included at the beginning of the LACRTA's Drug and Alcohol Policy Manual. Shelley Gould reported that the LACRTA has been busy preparing for the beginning of four new contract routes for the Allen County Board of Developmental Disabilities (ACBDD). The new routes began on Wednesday, August 24, 2011 and the new routes went well.

Motion 80 (08-25-11) TCC

Roy Hollenbacher made the motion to approve the RTA report. Seconded by Kevin Cox; motion carried.

5. SPEED & DELAY STUDIES

Thomas Mazur presented a handout to Committee members and reported that as a part of line item number 605, staff completed the Speed and Delay studies. The maps portray the corridor Levels of Service (LOS) on the higher order roadways of the functional classification system. The LOS are ranked A through F with A representing a free-flow of traffic and F representing gridlock. Thomas Mazur reported that there are approximately 1,326 miles of roadways within Allen County with approximately 825 or 62% being part of the rural roadway system and the remainder part of the urban system. Approximately 99.7% of all roadways are functioning at a satisfactory level. The majority of the rural system is functioning very well except for a few "problem" areas; Lincoln Highway near IR-75 and SR 30 is at an LOS of D, State Road west of the Village of Gomer is also at an LOS of D, Grubb Road between Piquad and Old Delphos Road is functioning at an LOS of F and Napoleon Road near Sweeney Road is functioning at an LOS of D. Thomas Mazur reported that the LOS calculations are based on AM, Noon and PM peak trips which are averaged to determine the LOS of the corridor. The table contained within the handout reflects the roadway segments and their LOS. Thomas Mazur reported that there are 418 miles of roadways on the urban system with 30.5% being deficient. Most of the deficient roadways are located within the Central Business District (CBD) due to the lower speeds, short distances and the traffic control devices. Thomas Mazur reported that staff will next process the crash rates for each of the specific corridor segments contained within this report. Staff is also working on the total Vehicle Miles Traveled (VMT) along the different corridors. All of this information will be included in the new Comprehensive Plan. Howard Elstro asked why Cole Street between Jameson Avenue and Robb Avenue is an LOS of E/D instead of an LOS of F due to the back-up in traffic at times. Thomas Mazur reported that staff is not saying that there is not an

5. SPEED & DELAY STUDIES (Continued)

issue at times with traffic backing up but it may be due to a train on the railroad or a traffic light not working optimally. These are average travel times on a given day and do not reflect delay at an intersection but over the corridor. Thomas Mazur reported that no action is required at this time.

6. TRUCK STATS

Thomas Mazur presented a handout to Committee members and reported that this report was presented to the Cartage and Freight Carriers Committee (CFCC) meeting on Friday, August 12, 2011. There were 626 truck crashes over a 3-year period. The severity of the crashes is trending downward. The county experienced 3 truck crash fatalities over the 3-year period and 493 Property Damage Only (PDO) crashes. The county experiences 52 crashes per month on average with spike in the months of December and February which account for approximately 23% of the total number of crashes. Thomas Mazur reported that the truck flow map depicts the density of truck traffic on the functional classification system with most of the traffic concentrated on IR-75 and US 30. The last map depicts the locations of the 626 crashes. The Village of Beaverdam, where IR-75, US 30 and SR 696 intersect, has experienced a number of crashes. Other locations that have experienced several crashes are located at US 30 at Leatherwood and SR 65 by Amherst Road and SR 65 by Breese Road. Thomas Mazur reported that over 80% of the crashes occurred on straight and level roadways, 70% occurred during daylight conditions, 2/3 of the crashes occurred on dry pavement, and truck drivers were at fault 67% of the time. The age of the truck drivers is getting older by 5 years with the average driver being 45-48 years old. Most of the crashes were sideswipe/passing crashes or colliding with a fixed object. Roy Hollenbacher asked how a truck was defined. Thomas Mazur replied that these trucks are B and C classification which is anything over 30'. The CFCC challenged the number of trucks on Thayer Road and Cool Road; staff recounted the truck traffic on these roadways and the numbers did not change much. There are no roadways within the county with over 100 trucks per day. There are some roadways within the county that the traffic counters do not work such as Reservoir Road; staff is unsure why but suspects electro-magnetic pulses from power stations. The truck counts are close to the Ohio Department of Transportation (ODOT) counts. Staff and ODOT are looking into whether federal monies could be used to upgrade Thayer Road down to SR 117. Thomas Mazur reported that no action is required at this time.

7. FY 2011 COMPLETION REPORT

Thomas Mazur presented a copy of the FY 2011 Completion Report and reported that the summary is at the rear of the document. Staff went over budget on several line items and the progress expected on other items was not achieved. Thomas Mazur reported that line item 601 on pages 11-12 was over budget due to 30 unanticipated requests for services with 2 being from the State of Ohio; both cities requested assistance, 4 villages and 6 townships requested studies that were not budgeted for. Line item 602 represents the FY 2012-2015 Transportation Improvement Program (TIP) and the many changes from ODOT and the LACRTA. Staff met with all political subdivisions except for the Village of Beaverdam and the Village of Cairo. Line Item 605 reflects the LOS and traffic counts. Line Item 605.8 represents the Sustainability Initiative and the new LACRPC website which is behind by approximately 2 months due to the amount of work required. Thomas Mazur reported that not much progress was made toward the adoption of local on Long Range Plans.

7. **FY 2011 COMPLETION REPORT** (Continued)

Motion 81 (08-25-11) TCC

Howard Elstro made the motion to approve the resolution for the FY 2011 Completion Report Unified Planning Work Program. Seconded by Thomas Tebben; motion carried.

8. **PROPOSED FY 2012-2015 TIP AMENDMENT**

Thomas Mazur reported that ODOT is requesting budget line item amendments to the FY 2012-2015 TIP; 31 line items are being added to the TIP for approximately \$126 million. A motion is requested to approve a resolution to add the line items to the FY 2012-2015 TIP.

Motion 82 (08-25-11) TCC

Howard Elstro made the motion of Authorization to Add Statewide Transportation Improvement Projects to the LACRPC FY 2012-2015 Transportation Improvement Program. Seconded by Chris Seddelmeyer; motion carried.

9. **FY 2012 UNIFIED PLANNING WORK PROGRAM (UPWP) REVISIONS**

Thomas Mazur presented a handout to the Committee members and reported that the highlighted areas are the areas that contain revisions. Overall, funds are being moved from one line item to other line items which amount to an approximate \$8,000.

Motion 83 (08-25-11) TCC

Brion Rhodes made the motion to approve the FY 2012 Unified Planning Work Program (UPWP) Revisions. Seconded by Roy Hollenbacher; motion carried.

10. **FINAL FY 2012-2016 OPERATIONAL ANALYSIS & MANAGEMENT PLAN**

Thomas Mazur reported that this document was called the Transit Development Plan (TDP) and it has “morphed” into the Operational Analysis and Management Plan because more information is included. The TDP purpose is primarily to produce a capital improvement schedule and operating statistics for both fixed route and paratransit services. There have been no significant changes since the draft report. The current document positions the LACRTA and the local non-profit agencies to be able to apply for Jobs Access Reverse Commute (JARC) and New Freedom monies. Thomas Mazur reported that due to the different contract services that the LACRTA is providing the agency needed to be able to apply for different types of vehicles such as the Light Transit Vehicle (LTV). Thomas Mazur requested a motion to approve the Final FY 2012-2016 Operational Analysis and Management Plan.

Motion 84 (08-25-11) TCC

Dan Reiff made the motion to approve the Final FY 2012-2016 Operational Analysis & Management Plan. Seconded by Howard Elstro; motion carried.

11. **FINAL INTERSECTION SPOT SAFETY IMPROVEMENT STUDY**

Thomas Mazur reported that the Committee received the draft report in May. The report analyzed 13 different intersections. There were 222 crashes and there were \$234,000 in recommendations made within the report. The report was not finalized due to delays in comments and/or recommendations from the Allen County Engineer’s Office (ACEO). In July, staff received a letter from the ACEO which stated that the ACEO would be making improvements at some intersection locations. Thomas Mazur requested a motion to approve the Final Intersection Spot Safety Improvement Study.

11. FINAL INTERSECTION SPOT SAFETY IMPROVEMENT STUDY (Continued)

Motion 85 (08-25-11) TCC

Chris Seddelmeyer made the motion to approve the Final Intersection Spot Safety Improvement Study. Seconded by Howard Elstro; motion carried.

12. FINAL SPOT SAFETY HORIZONTAL CURVE IMPROVEMENT STUDY

Thomas Mazur reported that the Committee received this draft report in April. The study reviewed Dutch Hollow Road, Napoleon Road, North Street and Zurmehly Road. These curves experienced a high number of crashes with crash rates as high as 37.3 per million vehicle miles (VMT) of travel. The report made some recommendations, the report was submitted to ODOT for review and comment and then staff made presentations to the affected political subdivisions. The political subdivisions were asked to support the report findings and make the recommended improvements. The City of Lima accepted the recommendations as well as the townships and villages. Thomas Mazur requested a motion to approve the Final Spot Safety Horizontal Curve Improvement Study.

Motion 86 (08-25-11) TCC

Roy Hollenbacher made the motion to approve the Final Spot Safety Horizontal Improvement Study. Seconded by Charles Schreck; motion carried.

13. MEMORANDUM OF UNDERSTANDING BETWEEN ACRTA AND LACRPC

Thomas Mazur reported that the Memorandum of Understanding between ACRTA and LACRPC is an agreement for contractual services not to exceed \$36,000 annually. Thomas Mazur requested a motion to approve the Memorandum of Understanding between ACRTA and LACRPC.

Motion 87 (08-25-11) TCC

Howard Violet made the motion to approve the Memorandum of Understanding between ACRTA and LACRPC. Seconded by Thomas Tebben; motion carried.

14. OTHER

None.

15. ADJOURNMENT

Motion 88 (08-25-11) EC

Roy Hollenbacher made the motion that the meeting be adjourned. Seconded by Shelley Gould; motion carried.