

TRANSPORTATION ADVISORY COMMITTEE

December 13, 2011

There was a **Transportation Advisory Committee** meeting of the Lima-Allen County Regional Planning Commission held on **Tuesday, December 13, 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 – October 24, 2011
3. RTA Report
4. FY 2012-2016 TIP Amendments
5. Final 2010 Crash Summary Reports
6. 2040 Allen County Population Projections
7. 2040 Development Projections
8. Draft 2040 TRP Goals & Objectives
9. Draft Village of Elida Pavement Condition Rating Assessment
10. Draft CFE Railroad Grade Crossing Safety 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**

Ms. Shelley Gould	Lima-Allen County Regional Transit Authority
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
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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 – October 24, 2011**

Motion 58 (12-13-11) TAC

Charles Schreck made the motion that the TAC minutes of October 24, 2011 be approved. Seconded by Doug Post; motion carried.

3. **RTA REPORT**

Shelley Gould reported that the staff of the Lima-Allen County Regional Transit Authority (LACRTA) has been busy the past few months initiating the changes to the route services.

3. RTA REPORT (Continued)

In October, the routes began one hour earlier; the first route begins at 5:45 AM. The West North Route has now been divided into two separate routes; the West North Route and the Edgewood Route. The new West North Route and the Edgewood Route began in November and both seem to be doing very well. These routes generated 1,854 trips for the month of November. Shelley Gould reported that at the beginning of December the Saturday service began. The Saturday service is going well with approximately half the number of passengers as on a normal day. The night hours have not yet begun due to it being difficult to get drivers to run the routes in the evening. The LACRTA has hired nine (9) new drivers, a few have retired and there have been some drivers out sick. Staff will need to hire at least three more drivers. Shelley Gould reported that the LACRTA has hired a dispatcher to help with all of the new services. The new 35' Gillig replacement bus has been ordered and should arrive in early 2013. The LACRTA anticipates their grant application for the Light Transit Vehicles (LTV) will be approved and once the agency receives the approval notification, the LTV's will be ordered. Shelley Gould reported that the New Freedom Grant for FY 2012 has been signed for the approximate amount of \$135,712. The FY 2012 Jobs Access Reverse Commute (JARC) Grant is for \$211,564 and will be used to help pay for the new services the agency has initiated. Charles Schreck asked what the LACRTA's hours of service are. Shelley Gould replied that the hours of service are from 5:45 AM to 5:15 PM during the week. In January the agency hopes to extend the hours to 10:15 PM. With the new hours and routes, the service has almost doubled. Charles Schreck asked where the funding was coming from for these new services. Shelley Gould replied that the majority of the new services are being funded by the JARC Grant monies. Jeff Sprague asked why the difficulty in getting drivers. Shelley Gould replied that the drivers must have a CDL Passenger Endorsement license and the LACRTA will train the new hires but many of the applicants do not want to work nights or weekends. The agency increased the wages in order to attract drivers. Thomas Mazur asked if new drivers begin by driving the vans and then move to driving the buses. Shelley Gould replied that if a driver has their CDL Passenger Endorsement license, then they drive the buses. If a driver does not have their CDL Passenger Endorsement license yet, then the driver will begin by driving a van. Thomas Mazur asked how the ridership has been on these new routes and with the new services. Shelley Gould replied that the agency is unsure at this time since the changes are fairly new.

Motion 59 (12-13-11) TAC

Jeff Sprague made the motion to accept the LACRTA report. Seconded by Charles Schreck; motion carried.

4. FY 2012-2016 TIP AMENDMENTS

Thomas Mazur presented a handout to the Committee members and reported that there are five amendments that need to be accepted and forwarded on to the TCC for approval. The first and second amendments are fund swaps of Surface Transportation Program (STP) monies and Congestion Mitigation Air Quality (CMAQ) funds between the Elm Street Project and the City Signalization Project. The third amendment is to add PID 92471 Hook-Waltz Road bridge project to the FY 2012-2015 Transportation Improvement Program (TIP). Thomas Mazur reported that the fourth amendment is to increase funds to PID 88829 ALL/Han 30 by \$460,111. The final amendment is to add PID 91916 ALL/PUT SR 65 to the FY 2012-2015 TIP. Brion Rhodes reported that the Hook-Waltz Bridge is a truss bridge that has been closed for some time. Funding was applied for and this project was moved up over another bridge project that is not necessarily viable to be replaced at this time. Charles Schreck asked if STP funds were going to be swapped with CMAQ funds between the Elm Street Project and the City Signalization Project. Marlene Schumaker replied that the first

4. FY 2012-2016 TIP AMENDMENTS (Continued)

amendment will decrease the cap on the Elm Street Project by \$181,500. The second amendment will increase the amount of CMAQ funds to the City Signalization project by \$5,300 and cap the STP monies.

Motion 60 (12-13-11) TAC

Brion Rhodes made the motion to accept the resolution for Authorization to Amend the FY 2012-2015 Transportation Improvement Program (TIP) to Decrease the Cap Amount on PID 90185 Elm Street to \$181,500 and forward the recommendation on to the TCC for approval. Seconded by Shelley Gould; motion carried.

Motion 61 (12-13-11) TAC

Brion Rhodes made the motion to accept the resolution for Authorization to Amend the FY 2012-2015 Transportation Improvement Program (TIP) to Transfer \$411,500 of CMAQ Funding from PID 90185 Elm Street to PID 82578 Lima City Signalization and forward the recommendation on to the TCC for approval. Seconded by Shelley Gould; motion carried.

Motion 62 (12-13-11) TAC

Shelley Gould made the motion to accept the resolution for Authorization to Add PID 92471 Hook-Waltz Road to the FY 2012-2015 Transportation Improvement Program (TIP) and forward the recommendation on to the TCC for approval. Seconded by Jeff Sprague; motion carried.

Motion 63 (12-13-11) TAC

Jeff Sprague made the motion to accept the resolution for Authorization to Amend the FY 2012-2015 Transportation Improvement Program (TIP) to Increase PID 88829 ALL/HAN 30 by \$460,111 and forward the recommendation on to the TCC for approval. Seconded by Doug Post; motion carried.

Motion 64 (12-13-11) TAC

Brion Rhodes made the motion to accept the resolution for Authorization to Add PID 91916 ALL/PUT SR 65 to the FY 2012-2015 Transportation Improvement Program (TIP) and forward the recommendation on to the TCC for approval. Seconded by Doug Post; motion carried.

5. FINAL 2010 CRASH SUMMARY REPORTS

Thomas Mazur presented a handout to the Committee and reported that this report is late due to some difficulties that staff has had with the consultant that the Lima-Allen County Regional Planning Commission (LACRPC) has been using. Staff produced this document in-house utilizing the GCATS system from the Ohio Department of Transportation (ODOT). Thomas Mazur reported that the initial draft report was presented to the internal committee structure in October. Staff discovered discrepancies with respect to truck and motorcycle crashes as well as seat belt usage data. Once staff began to analyze the data in-house, the number of motorcycle and truck crashes decreased precipitously. Thomas Mazur reported that the Allen County Crash Summary Report is now completed and a template has been developed for future reports. With 21 political subdivisions in Allen County, staff is attempting to prioritize the documents that will be generated. Staff decided that the political subdivisions that have an active law enforcement presence and 30 crashes per year or more as well as being an active participant in the Safe Community program will have a crash report generated. As per the handout, the final column lists those political subdivisions will have a crash report generated. Those with a 1 will have their report generated within the next week; those with a 2 should have their report generated in the first weeks of January.

5. **FINAL 2010 CRASH SUMMARY REPORTS** (Continued)

These reports will also be posted to the LACRPC website. Thomas Mazur reported that if a political subdivision requests a crash report one can be generated.

Motion 65 (12-13-11) TAC

Brion Rhodes made the motion to accept the Final 2040 Crash Summary Reports as presented and forward the recommendation on to the TCC for approval. Seconded by Doug Post; motion carried.

6. **2040 ALLEN COUNTY POPULATION PROJECTIONS**

Thomas Mazur presented a handout to Committee members and reported that population data is used for the Allen County Transportation Plans as well as for Comprehensive Plans. Staff reviewed data from 1970 out through 2040 to determine changes in population in terms of household size, birth rates, etc. The table on the first page of the handout contains data from the Ohio Department of Development (ODOD), In-House and Woods and Pool. Wood and Pool is a consulting firm that staff uses data from for industrial projections. The ODOD data is recognized by ODOT as the “gatekeeper” for the population. ODOD establishes the populations from the Decennial Census period for future projections and ODOT will hold the LACRPC to the data in the Transportation Plan(s). The table depicts the differences in the population projections. The illustration depicts the projections in graph form; the blue line represents ODOD, the red line depicts the In-House projections, and the green line represents Woods and Pool. The three lines seem to follow each other but in 2000 the three lines begin to deviate. The reason for the extreme deviation of the green line is that Woods and Pool adds in economic investment into community infrastructure. Woods and Pool believe that investment in infrastructure will eventually be rewarded with jobs. The ODOD does not include economic investment. Thomas Mazur reported that the first table depicts the raw population numbers and the second table depicts the percentage of change by political subdivision. The graphs on the last page depict the population changes within the incorporated areas and the townships from 1970 to 2040. The first illustration reveals population increases in the Village of Bluffton and the Village of Elida; the next illustration depicts the population increases in Amanda, American, Auglaize, Jackson, Richland and Shawnee Townships. The Village of Beaverdam, the City of Lima and the City of Delphos all reveal decreases in population. Thomas Mazur reported that staff will be breaking this data down from the county level to the political subdivision level and finally down to the Traffic Analysis Zone (TAZ) level. Some of the demographic numbers have been corrected and are noted within the tables.

Motion 66 (12-13-11) TAC

Jeff Sprague made the motion to accept the 2040 Allen County Population Projections and forward the recommendation on to the TCC for approval. Seconded by Brion Rhodes; motion carried.

7. **2040 DEVELOPMENT PROJECTIONS**

Thomas Mazur presented a handout to the Committee and reported that the Industrial Projections have not been included due to some errors in data. The handout contains the residential and commercial land use projections by square footage from 1960 to 2040. The first illustration depicts a 23% change in number of housing units that will be required. These projections only take into account square footage; it does not take into account obsolete or vacant homes. The equation reviews where the needed land is available and what density is going to be used to develop the land. Thomas Mazur reported that the next graph depicts the commercial land use projections from 1970 to 2040. The graph depicts sporadic growth

7. 2040 DEVELOPMENT PROJECTIONS (Continued)

over time and from 2005 to 2010 there has not been any commercial growth. Jeff Sprague asked if the data included vacancy rates. Thomas Mazur replied in the negative and reported that there is no data available for vacancy rates.

Motion 67 (12-13-11) TAC

Jeff Sprague made the motion to accept the 2040 Development Projections as presented and forward the recommendation on to the TCC for approval. Seconded by Brad Swick; motion carried.

8. DRAFT 2040 RTP GOALS & OBJECTIVES

Thomas Mazur presented a handout to Committee members and reported that according to the Draft Federal Transportation Bill local transportation plans are now called Regional Transportation Plans (RTP) or Metropolitan Transportation Plan (MTP). Sustainability is the “buzz-words” for all types of Plan projects. The federal government is looking for projects that can be built and maintained over a longer period of time as well as the integration of “green energy” and “environmental stewardship”. All levels of funding such as Housing and Urban Development (HUD) funds, Environmental Protection Agency (EPA) programs and ODOT programs are all leaning more towards sustainability. Thomas Mazur reported that within the RTP, the federal government wants the Metropolitan Planning Organizations (MPO's) to target specific goals based on accessibility, equity system efficiency, system security, prosperity, economic viability and ecosystems maintenance which reflects energy consumption, land, and air and water quality. Thomas Mazur reported that page 2 reviews the focus areas that must be reviewed during not only the planning stages of a project but also during project development, construction, maintenance, and system operations. Page 3 reviews the 2040 RTP Policy Framework and how the MPO can deliver and balance the local transportation plan with the vision of the Allen 2020 Project. Thomas Mazur reported that page 4 reviews the 2040 RTP Goals and Strategies. Staff believes that all of these will have to be met in order to continue to receive funding. The 2040 RTP must be submitted and approved by ODOT and the Federal Highway Administration (FHWA). The objectives portion is written under specific timeframes as well as lining up with short range transportation plan, the model years of 2016, 2020 and 2040. The performance measures are based on ideas from the local Sustainability Initiative. Thomas Mazur reported that the final page contains a Sustainability Measures Checklist which must be tracked each year.

Motion 68 (12-13-11) TAC

Jeff Sprague made the motion to accept the Draft 2040 Regional Transportation Plan (RTP) Goals and Objectives and forward the recommendation on to the TCC for approval. Seconded by Shelley Gould; motion carried.

9. DRAFT VILLAGE OF ELIDA PAVEMENT CONDITION RATING ASSESSMENT

Thomas Mazur presented to Committee members a handout and reported that ODOT has a methodology for pavement management. The purpose of the study is to identify streets that are in need of repair and identify streets that need resurfaced. Thomas Mazur reported that staff studied all of the streets within the Village of Elida as well as some streets that were technically not within the Village. The curbs and sidewalks of street segments were evaluated in this study. Each street segment was analyzed, documented, recorded and a Pavement Condition Rating (PCR) was calculated. Asphalt and concrete ratings are different. Thomas Mazur reported that there is an approximately $\frac{3}{4}$ of a mile of street segment that is rated Poor, approximately 4.59 miles that is rated Fair, approximately 4.89 miles that is rated Good and approximately 3.17 miles that is rated Excellent for a total of

9. DRAFT VILLAGE OF ELIDA PAVEMENT CONDITION RATING ASSESSMENT
(Continued)

approximately 13.42 miles of roadway. Thomas Mazur presented PowerPoint maps that detailed where each type of roadway was located within the Village of Elida by color coding. There were also maps of the sidewalks and curbs. A dotted line represents a sidewalk on one side of the roadway but no sidewalk on the other side or gaps in sidewalks within the village. Kirk Niemeyer asked if any of the roadways within the Village of Elida are on the federal functional class. Thomas Mazur replied that Kiracofe and SR 309 are on the federal functional class. Kirk Niemeyer commented that the village would not have maintenance responsibility for those roadways. Thomas Mazur agreed and stated that ODOT would have maintenance responsibility.

Motion 69 (12-13-11) TAC

Brion Rhodes made the motion to accept the Draft Village of Elida Pavement Condition Rating Assessment as presented and forward the recommendation on to the TCC for approval. Seconded by Doug Post; motion carried.

10. DRAFT CFE RAILROAD GRADE CROSSING SAFETY IMPROVEMENT STUDY

Thomas Mazur presented a copy of the Draft CFE Railroad Grade Crossing Safety Improvement Study and reported that staff has completed a study of the east side of the City of Lima of the CFE Railroad and the west side of the City of Lima of the CFE Railroad. This study reviews the CFE railroad crossings located within the City of Lima. Thomas Mazur reported that the study reviews eight (8) intersections with eight (8) crashes and two (2) fatal crashes. Section I contains the report overview, Section II contains the railroad grade crossing issues, Section III reviews the railroad grade crossing issues with respect to the pavement markings and active and passive control devices and Section IV reviews of the different crossings in detail. Illustration 1 on page 16 depicts the sight distance triangles; the green triangles depict what the sight distance should be and the red triangle depicts the actual sight distances. Thomas Mazur reported that each crossing section contains a table that contains data pertaining to that railroad crossing. Illustration 4 on page 22 depicts the railroad crossing at West Street. Staff's recommendation is to install automatic gates due to the amount of traffic and the sight distance issues. Staff recommends the installation of automatic gates at the Elizabeth Street crossing for the same reasons; the illustration is located on page 24. Thomas Mazur reported that Illustration 8 depicts Pine Street and staff recommends closing the crossing based on the condition of the crossing and the limited sight distance. The final table within the report, located on page C-1, reviews all of the recommendations within the report by cost. The report contains \$260,000 in improvement recommendations.

Motion 70 (12-13-11) TAC

Brion Rhodes made the motion to accept the Draft CFE Railroad Grade Crossing Safety Improvement Study and forward the recommendation on to the TCC for approval. Seconded by Doug Post; motion carried.

11. OTHER

Thomas Mazur reported that the Final Traffic Count Maps are completed and will be placed on the LACRPC website.

Motion 71 (12-13-11) TAC

Brion Rhodes made the motion to accept the Final Traffic Count Maps and forward the recommendation on to the TCC for approval. Seconded by Jeff Sprague; motion carried.

12. ADJOURNMENT

Motion 72 (12-13-11) TAC

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