

TRANSPORTATION COORDINATION COMMITTEE

December 15, 2011

There was a **Transportation Coordination Committee** meeting of the Lima-Allen County Regional Planning Commission held on **Thursday, December 15, 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 – October 27, 2011
3. Acceptance of TAC minutes – December 13, 2011
4. RTA Report
5. FY 2012-2015 TIP Amendments
6. Final 2010 Crash summary Reports
7. 2040 Allen County Population Projections
8. 2040 Development Projections
9. Draft 2040 TRP Goals & Objections
10. Draft Village of Elida Pavement Condition Rating Assessment
11. Draft CFE Railroad Grade Crossing Safety Improvement Study
12. Other
13. Adjournment

A quorum being present, Timothy Piper brought the meeting to order and proceeded with the agenda (due to a scheduling conflict, Larry Vandemark arrived late).

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. Timothy Piper	Allen County Engineer's Office
Ms. Chris Seddelmeyer	Shawnee Township
Mr. Thomas Tebben	City of Lima
Mr. Larry Vandemark	American Township
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. Marlene Schumaker	Lima-Allen County Regional Planning Commission
Ms. LeeAnn Sypherd	Lima-Allen County Regional Planning Commission

2. APPROVAL OF TCC MINUTES – October 27, 2011

Motion 101 (12-15-11) TCC

Gregory Berquist made the motion that the TCC minutes of October 27, 2011 be approved. Seconded by Kevin Cox; motion carried.

3. ACCEPTANCE OF TAC MINUTES – December 13, 2011

Motion 102 (12-15-11) TCC

Gregory Berquist made the motion that the TAC minutes of December 13, 2011 be accepted. Seconded by Thomas Tebben; motion carried.

4. RTA REPORT

Shelley Gould reported that the Lima-Allen County Regional Transit Authority (LACRTA) has been busy the past few months initiating the changes to the route services. 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 night hours have not yet begun due it being difficult to get drivers to run the routes in the evening. The LACRTA has hired eleven (11) new drivers. Staff will need to hire one more driver. 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. 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.

Motion 103 (12-15-11) TCC

Howard Violet made the motion to approve the RTA report. Seconded by Howard Elstro; motion carried.

5. FY 2012-2015 TIP AMENDMENTS

Thomas Mazur presented a handout to the Committee and reported that there are five (5) amendments reflected in the handout. The first two amendments pertain to the Elm Street and the Lima City Signalization projects; funds are being moved from one project to another to maximize the amount of eligible federal funds available. The table contained within the handout reviews the movement of funds from one line item to another due to the limitations of the Surface Transportation Program (STP) and Congestion Mitigation Air Quality (CMAQ) funds. Thomas Mazur reported that PID 91916 ALL/PUT SR 65 is a new project being added to the FY 2012-2016 Transportation Improvement Program (TIP). The fourth resolution is to authorize the increase of funds to PID 88829 ALL/HAN 30 by \$460,111. The final resolution serves to authorize the addition of PID 92471 Hook-Waltz Road Bridge Project to the FY 2012-2016 TIP.

Motion 104 (12-15-11) TCC

Howard Elstro made the motion to approve the Authorization to Amend the FY 2012-2015 Transportation Improvement Program (TIP) to Decrease the Cap Amount on PID 90185 Elm Street to \$481,500. Seconded by Gregory Berquist; motion carried.

Motion 105 (12-15-11) TCC

Gregory Berquist made the motion to approve the 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 82576 Lima City Signalization and to Transfer \$308,256 of STP from PID 82576 Lima City Signalization to PID 90185 Elm Street and Add an Additional \$5,300 of CMAQ funds to PID 82576. Seconded by Chris Seddelmeyer; motion carried.

5. FY 2012-2015 TIP AMENDMENTS (Continued)

Motion 106 (12-15-11) TCC

Howard Violet made the motion to approve the Authorization to Amend the FY 2012-2015 Transportation Improvement Program (TIP) to Increase PID 88829 ALL/Han 30 by \$460,111. Seconded by Kevin Cox; motion carried.

Motion 107 (12-15-11) TCC

Thomas Tebben made the motion to approve the Authorization to Add PID 91916 ALL/PUT SR 65 to the FY 2012-2015 Transportation Improvement Program (TIP). Seconded by Chris Seddelmeyer; motion carried.

Motion 108 (12-15-11) TCC

Howard Elstro made the motion to approve the Authorization to Add PID 92471 Hook Waltz Road to the FY 2012-2015 Transportation Improvement Program (TIP). Seconded by Gregory Berquist; motion carried.

6. FINAL 2010 CRASH SUMMARY REPORTS

Thomas Mazur presented a handout to the Committee and reported that the Draft 2010 Allen County Crash Summary Report was presented to the Committee in October. Staff encountered a number of irregularities in the data from the consultant. Due to the irregularities, going forward staff is going to complete the crash reports in-house. Thomas Mazur suggested that since the crash summary reports will be compiled in-house from now on, not all of the 21 political subdivisions will have a report generated automatically. Thomas Mazur reported that the reports will be prioritized stating that the blue highlighted columns depict the number and severity of crashes by jurisdiction. The pink highlighted columns depict the political subdivisions that are a member of the Safe Community Program, have a law enforcement presence and/or are a targeted community. The final column depicts the priority of reports to be completed. The Allen County Traffic Crash Report will serve as the template and basis for the reports. The suggested cut-off for the number of crashes was 30. Thomas Mazur reported that the 2010 Allen County Crash report is completed and the political jurisdictions with a one will be completed by the end of the week. Those identified by a two will be completed before the end of next week. If any other political subdivision would like a crash summary report, one can be generated. The completed reports will be posted to the Lima-Allen County Regional Planning Commission (LACRPC) website.

Motion 109 (12-15-11) TCC

Larry Vandemark made the motion to approve the Final 2010 Crash Summary Reports. Seconded by Kevin Cox; motion carried.

7. 2040 ALLEN COUNTY POPULATION PROJECTIONS

Thomas Mazur presented a handout to the Committee and reported that these population projections will be used to prepare the next Long Range Transportation Plan and local Comprehensive Plans. The first page of the handout contains a table and an illustration that depict three projections. The first figures are from the Ohio Department of Development (ODOD) which is the figures that the Ohio Department of Transportation (ODOT) recognizes. The next figures are straight-line linear regressions compiled in-house and finally, the population figures from Woods and Pool (W & P). The figures are not uniform across the board. W & P does not necessarily accept all of the decennial figures that the Census Bureau has established. W & P also considers in its projections economic investments into a communities infrastructure; if a community grows the infrastructure for the jobs base then the population will grow. Thomas Mazur reported that the ODOD figures and

7. 2040 ALLEN COUNTY POPULATION PROJECTIONS (Continued)

the in-house figures follow each other closely. From 2020 through 2040, the W & P figures depict a growth in population for Allen County due to investments in infrastructure. Thomas Mazur reported that the first table on the next page depicts the raw numbers for each political subdivision; the political subdivisions with asterisks depict those communities where the population figures were corrected. The following page contains a table that depicts the percent of change. The City of Delphos and the Village of Bluffton figures only contain Allen County population numbers. Thomas Mazur reported that the next step is to break down the data to the Transportation Analysis Zone (TAZ) level for the travel demand and air quality models. Timothy Piper asked why Jackson Township has shown a marked increase in population. Thomas Mazur replied that people are buying lots and building homes in the rural areas which is affecting Jackson Township disproportionately.

Motion 110 (12-15-11) TCC

Kevin Cox made the motion to approve the 2040 Allen County Population Projections. Seconded by Thomas Tebben; motion carried.

8. 2040 DEVELOPMENT PROJECTIONS

Thomas Mazur presented a handout to the Committee and reported that these projections are predicated on the population projections. Decreasing/increasing populations will affect land use within Allen County. Staff used a straight-line linear regression and reviewed the past development practices within Allen County. The first illustration and table depict the residential land use across Allen County from 1960 forward and serves as the basis for the straight-line linear regression and the projection. In the early 1960's residential land use was a little below the projection base line, in the early to mid-1980's residential land use increased a bit over the line and from 2007 through 2010 residential land use is flat. Thomas Mazur reported that from 2010 through 2040 Allen County will experience an approximate 23% change or approximately 11.3 million square feet based on unit size based on the projections. These figures include the obsolete and vacant housing units at this time. Every census period the County will experience approximately 5-7% of the residential structures are vacant. Thomas Tebben asked if these figures take into account those homes that have already been demolished. Thomas Mazur replied in the negative and reported that staff does not have that data at the county level but will make adjustments for the municipalities. Thomas Mazur reported that the commercial land use projections are compiled in the same way as the residential land use projections. The commercial land use goes in "fits and starts" based on the economy. The county is looking at an approximate 8% increase in total square footage that will be required from 2010 through 2040. Staff does not have the information on the vacant and/or underutilized commercial structures within the county.

Motion 111 (12-15-11) TCC

Thomas Tebben made the motion to approve the 2040 Development Projections. Seconded by Kevin Cox; motion carried.

9. DRAFT 2040 RTP GOALS & OBJECTIVES

Thomas Mazur presented a handout to the Committee and reported that according to the Draft Federal Transportation Bill local transportation plans are now being referred to as Regional Transportation Plans (RTP) or Metropolitan Transportation Plans (MTP). Sustainability is one of the big "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". Various branches of federal funding such as Housing and Urban Development (HUD),

9. DRAFT 2040 RTP GOALS & OBJECTIVES (Continued)

Environmental Protection Agency (USEPA), the Department of Energy (DOE) and USDOT programs are 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, 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, project construction, project 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 MPO 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 and lines up with short range transportation plans, and the model years of 2016, 2020, 2030 and 2040. The performance measures are based in part on interest established by the local Sustainability Initiative. Thomas Mazur reported that the final page contains a Sustainability Measures Checklist which must be tracked each year. Marlene Schumaker reported that staff believes that carbon information will be required to be a part of the LACRPC website. Staff has been speaking with a company from the State of Virginia that has a Carbon Calculator that staff and locals can interact with. The City of Toronto Airport has been using the Carbon Calculator to track its energy use at any given time of the day. The information gathered from the Carbon Calculator is a cost savings tool for businesses, government entities, etc.

Motion 112 (12-15-11) TCC

Larry Vandemark made the motion to approve the Draft 2040 RTP Goals and Objectives. Seconded by Gregory Berquist; motion carried.

10. DRAFT VILLAGE OF ELIDA PAVEMENT CONDITION RATING ASSESSMENT

Thomas Mazur presented to Committee members a handout and reported that ODOT has an adopted methodology for pavement management. The purpose of the study is to identify and prioritize streets that are in need of repair and identify those 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 near the new school. The curbs and sidewalks of street segments were evaluated in this study as well. Each street segment was analyzed, documented, recorded and a Pavement Condition Rating (PCR) was calculated using the ODOT methodology. Asphalt and concrete ratings are different. Thomas Mazur reported that there is an approximately $\frac{3}{4}$ of a mile of street segments rated Poor, approximately 4.59 miles rated Fair, approximately 4.89 miles rated Good and approximately 3.17 miles rated Excellent for a total of approximately 13.42 miles of roadway. This information has been shared with the Village of Elida and ODOT District Office personnel. 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.

Motion 113 (12-15-11) TCC

Howard Elstro made the motion to approve the Draft Village of Elida Pavement Condition Rating Assessment. Seconded by Gregory Berquist; motion carried.

11. 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 already completed a study east of the City of Lima and west side of the City on 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 including two (2) fatal crashes. Section I provides the report justification and overview, Section II identifies the railroad grade crossing issues. Section III reviews the railroad grade crossing issues with respect to the active and passive control devices and Section IV reviews each of the crossings in detail. Illustration 1 on page 16 depicts sight distance triangles where the green lines depict what the sight distance should be and the red lines depict the actual sight distances. Thomas Mazur reported that each crossing is analyzed and contains a table that reflects 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. The railroad crossing at Jackson Street contained a cantilever on the northbound approach but lacked a cantilever on the southbound approach; staff recommends consideration of a complimentary cantilever be installed on the northbound approach. Thomas Mazur reported that Illustration 8 depicts the Pine Street crossing and recommends closing the crossing based on the condition of the crossing, the limited sight distance and immediate proximity to improved crossings. 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 recommended improvements.

Motion 114 (12-15-11) TCC

Gregory Berquist made the motion to approve the Draft CFE Railroad Crossing Safety Improvement Study. Seconded by Thomas Tebben; motion carried.

12. OTHER

Thomas Mazur reported that the Final Traffic Count Maps are completed and will be placed on the LACRPC website once new software is purchased. The existing CAD software is no longer compatible with the recent other software upgrades making it impossible to place maps on the website at this time.

Motion 115 (12-15-11) TCC

Gregory Berquist made the motion to approve the Final Traffic Count Maps. Seconded by Thomas Tebben; motion carried.

13. ADJOURNMENT

Motion 116 (12-15-11) TCC

Larry Vandemark made the motion that the meeting be adjourned. Seconded by Howard Elstro; motion carried.