



## LIMA-ALLEN COUNTY REGIONAL PLANNING COMMISSION

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Executive Director

TO: CITIZENS ADVISORY COMMITTEE

FROM: Thomas M. Mazur, Executive Director  
Lima-Allen County Regional Planning Commission

DATE: December 11, 2019

RE: CAC Meeting

There will be a meeting of the **Citizens Advisory Committee** of the Lima-Allen County Regional Planning Commission on **Tuesday, December 17, 2019, at 10:00 a.m.** in the Conference Room of the Commission office located at 130 West North Street, Lima, Ohio.

The agenda will be as follows:

1. Roll Call
2. RTA Report
3. Update: Safe Routes to School & ADA Transition Plans
4. Update: FY 2021-2024 TIP/STIP – Performance Measures
5. Update: US 30 Corridor Study
6. FY 2021 – 2024 Transit Development Plan Summary
7. Other
8. Adjournment

**NOTE: PLEASE CALL THE COMMISSION OFFICE AND CONFIRM WHETHER OR NOT YOU WILL ATTEND.**



## CITIZENS ADVISORY COMMITTEE

December 17, 2019

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

### 1. ROLL CALL

Ms. Carol Bertrand	Audubon Society
Ms. Casey Heilman	Allen Soil & Water Conservation District
Mr. Michael Hensley	Allen County Council on Aging
Mr. Patrick Maloney	Legal Aid of Western Ohio, Inc.
Mr. Chuck Schierloh	City of Lima
Mr. Charles Schreck	Ohio Department of Transportation District 1

### STAFF

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

### 2. RTA REPORT

Thomas Mazur reported that a representative from the Allen County Regional Transit Authority (ACRTA) was not available to attend the meeting. RTA has started the Marimor/Proctor & Gamble (P&G) route back up in November. Some of the fixed routes (FRs) ridership has dropped. The W. Market route has the second lowest ridership of all of the FRs for November. The Eastgate route is also performing poorly with a ridership of about 1,800; the route has transported as many as 3,800 passengers in a month. Weather is likely a factor because as weather gets colder, older persons do not like to walk to the bus and those in wheelchairs have a difficult time getting to the FR buses especially if sidewalks are not cleared and they do not feel comfortable with the conditions of the streets due to the ice and snow. Thomas Mazur reported that as a result the ADA ridership is also down for November. Thomas Mazur reported that overall, for the FRs, November was the poorest ridership numbers since January. Thomas Mazur reported that RTA continues to look for drivers. Some of the routes have been collapsed. Charles Schreck asked when the Shawnee Road/Apollo route would be back up and running? Thomas Mazur replied that the route has been back up and running since November and will take passengers to Jobs and Family Services (JFS) new location across from the Orthopedic Institute of Ohio (OIO).

**3. UPDATE: SAFE ROUTES TO SCHOOL & ADA TRANSITION PLANS**

Thomas Mazur reported that the City of Delphos has 3 eligible schools and one is a private Catholic school (St. John's). St. John's grades are from K-12 and the Safe Routes to School (SRTS) Program targets grades K-8. Staff was in Delphos monitoring the routes that the students use to and from school, where students/parents crossed streets, etc. Thomas Mazur stated that as staff was working on the Delphos SRTS Plans and on the Delphos ADA Transition Plan. Staff has met with Delphos City Schools and St. John's Administrators, Delphos Fire Department (FD), Delphos Police Department (PD), Allen County Public Health and the Ohio Department of Transportation (ODOT). Staff believes that the information gathered represents the basis for a SRTS application. Staff looks at this SRTS Plan as a citywide Plan because each of the schools have overlapping areas of student pedestrian activity. Thomas Mazur reported that Access Engineering is reviewing the cost estimates. Thomas Mazur reported that the next packet contains the "draft" SRTS Plan for the Village of Elida which staff completed work on yesterday. Staff worked with the Elida School Board, ODOT, Allen County Public Health, School Superintendent, School Treasurer and Village Administrator. The spreadsheet looks at the conditions of the sidewalks and the costs for the sidewalks and ramps for the students to be able to walk to school. Thomas Mazur reported that the first map reveals the Village of Elida in a yellow overlay with the schools located on Pioneer Road and Sunnysdale. Part of the school property is located in the township; part is located within the village. Several properties along the north side of Sunnysdale are located in American Township. Pioneer Road is located partially in the village and part in the Township. The village annexed to the middle of Pioneer Road which causes issues with speed limits and school signage. Then there are school zone requirements as per the Manual of Uniform Traffic Control Devices (MUTCD). Staff has been consulting with ODOT to achieve some consensus on signage, speed limits, etc. Thomas Mazur reported that the final map reveals the new signage, roadway markings, speed limits, etc. Applications are available to be submitted to ODOT beginning this week. Applications must be submitted by middle of March 2020 with consideration by ODOT to be in April. Staff needs to obtain Letters of Support from the Elida Schools to be submitted with the application. Access Engineering is reviewing costs for the Elida SRTS Plan. The Plan will require a public involvement process.

**4. UPDATE: FY 2021-20247 TIP/STIP – PERFORMANCE MEASURES**

Thomas Mazur reported that under the last Transportation Bill, there were performance measures such as safety, on-time travel reliability, pavement conditions, etc. While developing the last Transportation Improvement Program (TIP), staff had to address several of the performance measures. Thomas Mazur reported that this time the FY 2021-2025 TIP must again address safety targets. The tables included in packet review serious injuries and fatal crashes. The tables contain data from 2012 through 2018 by month. In 2016, there were 14 fatalities, 2017-11, and 2018-12. The feds require us to use a 5-year rolling average. Ideally, the MPO would like to spend funds on projects that will help to minimize serious injury crashes including fatalities. Thomas Mazur reported that ODOT is looking to put in an R-Cut at the intersection of Thayer Road and US 30. The numbers had been looking good until 2019 when there were 9 fatal crashes. The last page of the handout contains the performance measures goals which include fatalities, fatalities per 100 million vehicle miles travelled (MVMT), serious injuries, serious injuries per 100 MVMT and non-motorized fatalities and/or serious injuries. In 2018 the target for fatalities was 8.33 and there were 12 fatalities so the target was not met. The fatality crash rate was .73 per 100 MVMT and was not met as the fatality crash rate was 1.00. The serious injuries, serious injuries per 100 MVMT and non-motorized fatalities and/or serious injuries targets were met. Thomas Mazur reported that in 2017 and 2018 the MPO did not meet the target for the Non-Interstate NHS Pavement conditions. In 2019 to date, the MPO looks to meet most of its

**4. UPDATE: FY 2021-20247 TIP/STIP – PERFORMANCE MEASURES** (Continued)

targets. The MPO needs to adopt a goal by February 2020. Staff suggests adopting a 2% goal for Safety as there are no penalties at this time. Thomas Mazur stated that a copy of the DRAFT FY 2021-2024 TIP Public Involvement Calendar is included in each packet and is updated regularly. Staff has been meeting with local stakeholders for the past few months.

**5. UPDATE: US 30 CORRIDOR STUDY**

Thomas Mazur reported that staff has met with the City of Delphos and their representatives including the fire department (FD), police department (PD), Safety Service Director as well as ODOT and stated that there are no changes to US 30 being proposed. There are full interchanges at SR 66, Fifth Street and Elida Road. ODOT and the MPO discussed emergency response times. Delphos officials stated that they could deal with any proposed closings. Staff has also met with the Marion Township Trustees and ODOT explained how an R-Cut would work as well as other possible alternatives such as closing the median barriers making the entrances from local at-grade roads that cross US 30 right-in, right-out only, constructing an overpass and constructing a full interchange (\$13-\$15 million). Thomas Mazur reported that staff also met with representatives of Sugar Creek Township and stated that some of the roads in Sugar Creek have less than 50 vehicles per day. Staff suggested closing the low-volume roadways and Sugar Creek's only concerns were the farmers with their large farm equipment and how the farmers would move their equipment. Some of the existing overpasses are not wide enough for the farm equipment to cross over. The discussion then went to could some of the overpasses be re-designed to full interchanges to accommodate the farm equipment. Thomas Mazur stated that ODOT is waiting to finalize the US 30 Study until the Thayer Road Study is completed, likely this coming January.

**6. FY 2021 – 2024 TRANSIT DEVELOPMENT PLAN SUMMARY**

Thomas Mazur reported that last month the Committee received an overview of the draft FY 2021-2024 Transit Development Plan (TDP). Table 4-2 included in each packet represented the Capital Improvement Plan for RTA; there have been some changes made to the table. RTA was looking to purchase a bob-cat for snow removal and RTA has since purchased the bob-cat. An item added to the table is the maintenance garage floor replacement as there are portions of the floor that are collapsing which represents a safety issue. Thomas Mazur stated that the remainder of the table remains unchanged. Charles Schreck asked what the garage wrecker was for. Thomas Mazur replied that the garage wrecker (tow-truck) is a new item which will be used to pull out-of-service buses. Charles Schreck asked what an annunciator was. Thomas Mazur replied that because some persons are visually impaired and may not be aware where they are on a route, the driver must announce the next stop so passenger(s) can decide if they need to get off the bus. Buses have a cord that can be pulled to let the bus driver know that a passenger would like to exit at the next stop. But if a person cannot see or is unsure of where they are on a route, that can be an issue. An annunciator is a computerized voice as a part of a bus that will announce the next stop. An annunciator is an ADA requirement that RTA is working to meet.

**7. OTHER**

None.

**8. ADJOURNMENT**

The meeting adjourned at approximately 11:00 AM.