



LIMA-ALLEN COUNTY REGIONAL PLANNING COMMISSION

130 West North Street Lima, Ohio 45801-4311
Telephone: 419-228-1836 FAX: 419-228-3891
www.lacrpc.com

Doug Post
President

Brion Rhodes
President-Elect

Jay Begg
Treasurer

Chris Seddelmeyer
Secretary

Thomas M. Mazur
Executive Director

TO: TRANSPORTATION ADVISORY COMMITTEE
Mr. Sean Chapman Mr. Eric Davis
Mr. Mark Droll Ms. Shelia Haney
Mr. Daniel Hoying Mr. Steve Kayatin
Mr. Mike Leis Mr. Sam McLean
Mr. Shawn McPheron Mr. Noel Mehlo
Mr. Dave Metzger Mr. Jed Metzger
Mr. Ron Meyer Mr. Charles Schreck

FROM: Mr. Kirk Niemeyer, Chairman

DATE: December 11, 2019

RE: TAC Meeting

There will be a **Transportation Advisory Committee** meeting of the Lima-Allen County Regional Planning Commission held on **Tuesday, December 17, 2019**, at **1:30 p.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 & Introductions
2. Approval of TAC minutes – October 22, 2019
3. RTA Report
4. Update: Safe Routes to School & ADA Transition Plans
5. Update: FY 2021-2024 TIP/STIP – Performance Measures
6. Update: US 30 Corridor Study
7. FY 2021 – 2024 Transit Development Plan Summary
8. Other
9. Adjournment

c: Mr. Chris Hughes, ODOT

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



TRANSPORTATION ADVISORY COMMITTEE

December 17, 2019

There was a **Transportation Advisory Committee** meeting of the Lima-Allen County Regional Planning Commission held on **Tuesday, December 17, 2019**, 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 & Introductions
2. Approval of TAC minutes – October 22, 2019
3. RTA Report
4. Update: Safe Routes to School & ADA Transition Plans
5. Update: FY 2021-2024 TIP/STIP – Performance Measures
6. Update: US 30 Corridor Study
7. FY 2021 – 2024 Transit Development Plan Summary
8. Other
9. Adjournment

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

1. **ROLL CALL**

Mr. Sean Chapman	Village of Spencerville
Mr. Eric Davis	Interested Citizen
Mr. Mark Droll	Kohli & Kaliher
Mr. Steve Kayatin	Allen County Sanitary Engineer
Mr. Shawn McPheron	EMH&T
Mr. David Metzger	Village of Elida
Mr. Ron Meyer	Allen County Engineer's Office
Mr. Kirk Niemeyer	City of Lima
Mr. Charles Schreck	Ohio Department of Transportation District 1

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 22, 2019**

Motion 45 (12-17-19) TAC

Mark Droll made the motion that the TAC minutes of October 22, 2019 be approved. Seconded by Ron Meyer; motion carried.

3. **RTA REPORT**

Thomas Mazur reported that no one from the Allen County Regional Transit Authority (ACRTA) was available to attend today's TAC meeting. November ridership data is included in each packet. Fixed route (FR) ridership has dropped for November and appear to be the lowest that they have been all year. A couple of the routes are significantly underperforming likely because of the temperatures and the weather. Thomas Mazur reported that RTA has reinstated the Northeast route which combines the Marimor and Proctor & Gamble (P&G)

3. RTA REPORT (Continued)

routes; the route transported about 540 passengers in November. ADA ridership is prone to a drop in the winter due to the health and physical limitations of the passengers and the conditions of the sidewalks or lack thereof. The Demand Response (DR) ridership has also shown a decline. FR ridership overall was down 13,000 trips with DR down to about 3,100 trips. Steve Kayatin asked why the W. Market route had such a marked increase in ridership in August. Thomas Mazur replied that without a representative from RTA present, he had no answer. Thomas Mazur reported that RTA continues to try to hire and train drivers. Several of the supervisors are driving buses to cover the routes. RTA is working to reinstate services that were discontinued in 2018 due to the failure of the first levy and the loss of Jobs Access Reverse Commute (JARC) and New Freedom grant funding. Marlene Schumaker reported that RTA conducts CDL training in-house and has a clause in the contract that states that a driver that receives their CDL training through RTA must stay for 2 years or the cost of the training must be repaid prorated. RTA has experienced decent results with this program in helping to retain drivers. Mark Droll asked if the CDL training program was an ODOT model to help retain drivers. Thomas Mazur replied that RTA will begin a new driver on a DR van and once they have their CDL, all drivers receive the other trainings including customer service, ADA standards, security, sensitivity, blood-borne pathogens, etc. Marlene Schumaker stated that if a driver already has a CDL when hired, they are still required to participate in the other trainings.

Motion 46 (12-17-19) TAC

Steve Kayatin made the motion to accept the RTA Report. Seconded by Shawn McPheron; motion carried.

4. UPDATE: SAFE ROUTES TO SCHOOL & ADA TRANSITION PLANS

Thomas Mazur reported that the City of Delphos is applying for Safe Routes to School (SRTS) funds as well as working on completing their ADA Transition Plan. The 3 yellow blocks located on the first map represents 3 different schools in Delphos. The green “circle” represents a 3,000 feet radius from the schools. SRTS looks at ¼ mile, ½ mile, ¾ mile and 1 mile out from a school or schools. Staff reviewed the overlap of the 3 schools (Delphos City Schools elementary & middle schools and St. John’s). Thomas Mazur reported that staff followed the students to and from school and because of their collective proximity decided to construct a SRTS Plan for the entire City. As staff was evaluating the sidewalks as part of the SRTS inventory, staff determined that the data could be used to help complete the City’s ADA Transition Plan. The next few pages contain an overview of each of the schools, which improvements have been completed, rating of the sidewalks, and the least cost routes chosen. Each of the schools also have a cost estimate included. Thomas Mazur reported that staff met with the school’s representatives, city administration officials, fire department (FD) and police department (PD) for input on what they believed was needed and/or wanted. Allen County Public Health also facilitated outreach to parents of students at the 3 schools to garner their input as well. The SRTS application period began the second week of December and the application must be submitted by the second week of March 2020. Access Engineering is reviewing the cost estimates. Thomas Mazur reported that there are maps, etc. for the Elida SRTS Plan included in the packets. Staff walked the Village of Elida and noted the various sidewalk improvements recently completed. The Village of Elida reflects village, county and township roads with different speed limits down the center line of some of the roads. Staff worked with ODOT in order to achieve consensus on how to sign the roads by each of the school buildings. Staff will meet with village officials again. Access Engineering is reviewing the cost estimates of the Village of Elida SRTS Plan as well. Kirk Niemeyer asked if there is an update on the ADA Transition Plans. Thomas Mazur stated

4. UPDATE: SAFE ROUTES TO SCHOOL & ADA TRANSITION PLANS (Continued)

that Elida, Lafayette, Lima, Cairo and Beaverdam all have completed their ADA Transition Plans. Delphos is working on theirs. Spencerville, Harrod and Bluffton have not yet begun a full review. No action required.

5. UPDATE: FY 2021-2024 TIP/STIP – PERFORMANCE MEASURES

Thomas Mazur reported that the handout within the packet contains a table at the back which contains data from the past 8 years. Performance measures are now something that the MPO must report and are now part of the Transportation Improvement Program (TIP) and Long-Range Transportation Plan (LRTP) planning process. The performance measure we are now required to address is safety as measured by fatalities, fatal crash rates measured per 100 million vehicle miles of travel (MVMT), serious injuries, serious injury crash rates per 100 MVMT and non-motorized fatalities and/or serious injuries. Thomas Mazur reported that performance measures are predicated on 5-year rolling averages. In 2018, there were 12 fatalities in Allen County and the target was 8.33; we failed to meet that target. The target for fatalities per 100 MVM was .73 and the actual was 1.00; we failed to meet that target. The number of serious injuries in 2018 was 149 and the target was 158.07; the target was met. The number of serious injuries per 100 MVM in 2018 was 12.44 and the target was 13.48; the target was met. The number of non-motorized fatalities and/or serious injuries for 2018 was 4 and the target was 13.23; the target was met. Thomas Mazur reported that for 2019 to date we know of 9 fatalities and the target is 10. For 2019, the non-motorized fatalities and serious injuries the target was 8 and so far, there have been 9. The data for the other targets is not yet available. Thomas Mazur reported that a target for the performance measures needs to be set and staff recommends a 2% target for 2020 in order to push a downward trend line.

Motion 47 (12-17-19) TAC

Steve Kayatin made the motion to accept staff's recommendation for a 2% reduction target and forward the recommendation on to the TCC for approval. Seconded by Eric Davis; motion carried.

Thomas Mazur reported that an update of the Draft TIP table is included in the packets and stated that all of the projects in 2020 are underway. The 2021 projects are on schedule. Thomas Mazur asked Kirk Niemeyer if the Wayne Street Conversion Project is still on track. Kirk Niemeyer replied in the affirmative and stated that the contract has been awarded and the project begins in April. Thomas Mazur reported that the next TIP runs from FY 2021-2024. The projects from 2022, 2023 and 2024 cannot be "locked-in" until the new TIP is completed. Any proposed project that has a PID number is a project that is undertaking the required traffic engineering and fiscal responsibility. The proposed projects for 2022 are mostly "a lock". Proposed projects for 2023 are largely solid but there are some funding issues with the Lima Cable Road Sidewalk Project that need to be resolved. The proposed project for Lafayette in 2024 saw a considerable drop in costs. Originally, the projected cost for the project was about \$1.2 million; the complete project now reflects \$2 million and including the proposed corridor project is now being proposed in phases and is now down to approximately \$500,000. Staff continues to work with local project sponsors, ODOT District and LPA consultants. A map is included revealing the area targeted for improvement. Thomas Mazur reported that a Gant chart depicting the Draft FY 2021-2024 TIP Public Involvement Calendar is included in each packet. No action required.

6. UPDATE: US 30 CORRIDOR STUDY

Thomas Mazur reported that staff has met with the City of Delphos and their representatives from the fire department (FD), police department (PD), Safety Service Director and ODOT and stated that there are not changes to US 30 being proposed. There are full interchanges at SR 66, Fifth Street and Elida Road. Staff has also met with the Marion Township Trustees and ODOT explained the various alternatives being proposed and how an R-Cut would work. Thomas Mazur reported that staff met with representatives of Sugar Creek Township and ODOT. Staff suggested closing the very low-volume roadways; Sugar Creek's only concerns were the farmers with large farm equipment and how the farmers would move their equipment. Some of the existing overpasses are not wide enough for the farm equipment north and south of US 30. The discussion then evolved to whether some of the overpasses be re-designed to full interchanges to accommodate the farm equipment. Thomas Mazur stated that ODOT is probably waiting to finalize the US 30 Study in order to see what happens with the Thayer Road Study. The Thayer Road Study should be completed by the consultant, Mott McDonald, by the end of January. No action required.

7. FY 2021-2024 TRANSIT DEVELOPMENT PLAN SUMMARY

Thomas Mazur reported that the Transit Development Plan (TDP) is the justification and rationale for RTA to be able to draw down federal funds. In 2020, RTA is requesting approximately \$1.1 million in capital improvements. The biggest project is the partially completed parking project. The demolition of the buildings is completed, crushed stone is down, grading completed and storm drains are installed. RTA still needs the funds to pave the area. RTA has \$200,000 for repairs/replacement of the maintenance garage floor. Thomas Mazur reported that the low-floor Light Transit Vehicles (LTV) are included at \$130,000 each for 2020, 2021, \$135,000 for 2022, \$140,000 for 2023 and \$145,000 for 2024. Non-CDL vans represents a couple of vans at \$65,000-\$70,000 each. RTA's FR system is not a compact as it was in the past especially with having to travel out by the Orthopedic Institute of Ohio (OIO) to pick up or transport passengers to Jobs and Family Services (JFS). Thomas Mazur reported that the annunciator is a computerized system that will announce the next stop on routes and is required by the ADA. RTA's large buses are within their useful life now but due to the extension of the routes and increased mileage incurred on most trips, it is unsure how long the buses will be able to maintain a sustainable replacement program based on a vehicle's life expectancy. No action required.

8. OTHER

None.

9. ADJOURNMENT

Motion 48 (12-17-19) TAC

Ron Meyer made the motion that the meeting be adjourned. Seconded by Shawn McPheron; motion carried.