



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

Brion Rhodes
President

Steve Ewing
President-Elect

Dave Belton
Treasurer

Robert Sielschott
Secretary

Shane A. Coleman
Executive Director

TO: TRANSPORTATION COORDINATING COMMITTEE
Mr. Dave Belton Mr. Kevin Cox
Mr. Howard Elstro Mr. Jerry Gilden
Mr. Mitchell Kingsley Mr. Noel Mehlo
Mr. Doug Post Mr. Brion Rhodes
Mr. Chuck Schierloh Mr. Charles Schreck
Mr. Richard Schroeder Mr. Robert Sielschott
Mr. Thomas Tebben Mr. Larry Vandemark

FROM: Mr. Steve Ewing, Chairperson

DATE: July 16, 2020

RE: TCC Meeting

There will be a **Transportation Coordinating Committee** meeting of the Lima-Allen County Regional Planning Commission held on **Thursday, July 23, 2020**, at **3:00 p.m.** via teleconference from the Commission office located at 130 West North Street, Lima, Ohio.

The agenda will be as follows:

1. Roll Call
2. Acceptance of TAC minutes – July 21, 2020
3. Approval of TCC minutes – June 25, 2019
4. RTA Report
5. RTA Transportation Safety Plan
6. TIP Amendment – PID 111220 Hancock SR 103 Multi-Use Pathway
7. FINAL 2019 Traffic Crash Summary Report
8. Other
9. Adjournment

To comply with Ohio Director of Health guidelines and orders limiting/prohibiting group gatherings of more than 10 persons, no in-person attendance at LACRPC meetings by the public will be available. The public can view committee meetings via the LACRPC Facebook page at <https://www.facebook.com/Lima-Allen-County-Regional-Planning-Commission-114563720277180/>. Anyone wanting to exercise Privilege-of-the-Floor, for a committee meeting, must contact the LACRPC at 419-228-1836. Meeting agendas/minutes are published on the LACRPC website; click on the "Committees" tab on the left for more meeting information.

cc: Mr. Chris Hughes, ODOT

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





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TRANSPORTATION COORDINATING COMMITTEE

July 23, 2020

There was a **Transportation Coordinating Committee** meeting of the Lima-Allen County Regional Planning Commission held on **Thursday, July 23, 2020**, 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. Acceptance of TAC minutes – July 21, 2020
3. Approval of TCC minutes – June 25, 2020
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5. RTA Transportation Safety Plan
6. TIP Amendment – PID 111220 Hancock SR 103 Multi-Use Pathway
7. FINAL 2019 Traffic Crash Summary Report
8. Other
9. Adjournment

A quorum of the Committee participating, being present via teleconference, Steve Ewing brought the meeting to order and proceeded with the agenda and introductions.

1. **ROLL CALL**

Mr. Dave Belton	Shawnee Township
Mr. Kevin Cox	Perry Township
Mr. Howard Elstro	City of Lima
Mr. Steve Ewing	Auglaize Township
Mr. Jerry Gilden	Marion Township
Mr. Mitchell Kingsley	Village of Bluffton
Mr. Doug Post	Amanda Township
Mr. Brion Rhodes	Allen County Engineer's Office
Mr. Chuck Schierloh	City of Lima
Mr. Charles Schreck	Ohio Department of Transportation District 1
Mr. Robert Sielschott	Bath Township
Mr. Larry Vandemark	American Township

GUESTS

Ms. Teresa Brown	Allen County Regional Transit Authority
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STAFF

Mr. Shane Coleman	Lima-Allen County Regional Planning Commission
Ms. Marlene Schumaker	Lima-Allen County Regional Planning Commission
Mr. Adam Haunhorst	Lima-Allen County Regional Planning Commission

2. **ACCEPTANCE OF TAC MINUTES – July 21, 2020**

Motion 36 (07-23-20) TCC

Larry Vandemark made the motion that the TAC minutes of July 21, 2020 be accepted. Seconded by Brion Rhodes; motion carried.

3. APPROVAL OF TCC MINUTES – June 25, 2020

Motion 37 (07-23-20) TCC

Brion Rhodes made the motion that the TCC minutes of June 25, 2020 be accepted. Seconded by Larry Vandemark; motion carried.

4. RTA REPORT

Teresa Brown reported that each Committee member should have received a copy of the Allen County Regional Transit Authority (ACRTA) ridership numbers. RTA continued to provide transportation services throughout the pandemic. The ridership numbers did decrease but have since begun to increase as more and more businesses have begun to open. Teresa Brown reported that RTA did receive funds from the CARES Act which will help to offset the lost revenue during the lockdown from the pandemic. RTA is still planning to add night services in September. All of the routes that were previously cut, have now been added back to RTA's services. The buses will soon running until 9:50 PM. Teresa Brown stated that RTA held a hiring event this week but did not have as many people attend as anticipated but did speak to some promising candidates. RTA is planning on having another hiring event in August. The RTA Board continues to search for a new Executive Director. Thomas Tebben asked how much RTA actually received from the CARES Act. Teresa Brown replied that RTA received approximately \$4.2 million in CARES Act funds for operations. The funds RTA received are not constricted which means that RTA does not have a specific time frame to utilize the funds. Brion Rhodes asked if the CARES Act funds were a loan or a grant. Teresa Brown replied that they are grant funds and do not have to be repaid.

Motion 38 (07-23-20) TCC

Dave Belton made the motion to accept the RTA Report. Seconded by Kevin Cox; motion carried.

5. RTA TRANSPORTATION SAFETY PLAN

Marlene Schumaker reported that a copy of the RTA Transportation Safety Plan was emailed to the Committee. RTA presented their Safety Plan to the RTA Board at their meeting the first Tuesday this month. The Ohio Department of Transportation (ODOT) provided RTA with a template, completed the Plan, presented it to ODOT and received notification from ODOT that the Plan was acceptable. The RTA Board passed the Plan with a motion at their meeting. Marlene Schumaker reported that the RTA Transportation Safety Plan is also a component of the Lima-Allen County Regional Planning Commissions FY 2021 Unified Planning Work Program (UPWP). The RPC internal Committee structure needs to accept the Plan and forward the Agency's action on to ODOT.

Motion 39 (07-23-20) TCC

Dave Belton made the motion to approve the RTA Transportation Safety Plan. Seconded by Larry Vandemark; motion carried.

6. TIP AMENDMENT – PID 111220 HANCOCK SR 103 MULTI-USE PATHWAY

Marlene Schumaker reported that Committee members should have received a copy of the amendment in their email. The Committee did review this project at one time but the MPO did not have any funds allocated to the project at that time. The Village of Bluffton now has an estimate and is prepared to go forward with the project. The project is located just outside of Bluffton even though the amendment refers to Hancock County Bluffton is still a

6. TIP AMENDMENT – PID 111220 HANCOCK SR 103 MULTI-USE PATHWAY (Continued)

part of the MPO's area. Marlene Schumaker reported that the Village of Bluffton is requesting \$215,000 in Congestion Mitigation Air Quality (CMAQ) funds be allocated to the project; the project is capped at this amount. Shane Coleman stated that the project includes a shared-use path, sidewalk along SR 103 between Commerce Lane to Lions Way Trail. Bluffton is looking at approximately 2,543' of 10' asphalt multi-use path and just over 1,000' 5' sidewalk. This project is included in the RPC 2040 Long-Range Transportation Plan (LRTP). Brion Rhodes asked if the path and sidewalks are on the north and the south side or just one side and if so, which side, north or south. Shane Coleman replied that part of the project is located on the south side then crosses over to the north side. Mitchell Kingsley stated that the path is not really a shared use path in that it is not part of the roadway but a separate path. The path is a bike/ped pathway. The pathway will run along the south side of SR 103 out to the area near the Wendy's location. A crossing will be created at this point and the path will continue on as a sidewalk out to McDonald's which is the last restaurant on the north side of the road.

Motion 40 (07-23-20) TCC

Brion Rhodes made the motion to approve the Resolution: Authorizing to add \$215,000 in MPO CMAQ to PID 111220 Bluffton Shared-Use Path in FY 2023. Seconded by Thomas Tebben; motion carried.

7. FINAL 2019 TRAFFIC CRASH SUMMARY REPORT

Shane Coleman stated that the Committee received a report on the DRAFT 2019 Traffic Crash Summary Report. Adam Haunhorst provided a presentation and an opportunity for Committee members to ask questions. Shane Coleman reported that he had attended several political subdivision meetings such as the Village of Beaverdam this week. As part of the visit, Shane Coleman stated that he has gone over various statistics from the report. The report has been on the RPC website since the June TCC meeting and staff has not received any comments from the public. Staff requests a motion to approve the FINAL 2019 Traffic Crash Summary Report. Dave Belton stated that since Shawnee Road is the number 1 intersection for the number of crashes, the round-about should be looked at to be changed from a 2-lane to a 1-lane round-about. Dave Belton stated that it appears that the 1-lane roundabouts work better and the majority of crashes are due to vehicles changing lanes inside the round-about. Brion Rhodes stated that, as indicated in the Lima News on July 4th, the Allen County Engineer's Office (ACEO) hired a consultant that is proficient in roundabouts to review the round-about at the intersection of Shawnee and Ft. Amanda Road. There have been some changes since the round-about was constructed in 2014. The design standards in 2014 were somewhat more conservative which required the 2-lanes north and south due to the amount of traffic on Shawnee Road. Brion Rhodes reported that during the construction phase, the round-about was a 1-lane but the ACEO asked the consultant if the round-about could be built as a 2-lane but stripe it as a 1-lane round-about until the traffic volumes increased to where it was no longer functional as a 1-lane round-about. The consultant, DLZ, ran the models and the 1-lane round-about failed in those models based on the traffic volumes in 2014 and into the future. The 1-lane round-about failed due to the amount of traffic flowing north and south not having the appropriate gaps for east and west traffic which would not provide gaps for eastbound traffic of Ft. Amanda Road to travel through the round-about. Brion Rhodes reported that since 2014, the models are no longer as conservative due to many more roundabouts being constructed and more data gathered. With that being said, converting the round-about to a 1-lane is a potential option but there are other problems that would be associated with the conversion. The data reveals that customers for the businesses near the round-about would have difficulty being able to turn

7. **FINAL 2019 TRAFFIC CRASH SUMMARY REPORT** (Continued)

left into the businesses due to the traffic backing up on the north side making it difficult for the south bound traffic to turn left also causing traffic to back up. Brion Rhodes reported that the study he received was an a-la-carte approach which included some low-cost options. The ACEO intends to implement the low-cost options first and if those options do not work, then the ACEO will look in to changing the round-about to a 1-lane. The consultant stated that the round-about was constructed with 14' wide lanes but according to the expert's opinion, those lanes are too wide. Because of the wider width of the lanes, vehicles tend to maneuver through the round-about at higher speeds which reduces the effectiveness of the round-about itself. The point of roundabouts is to slow speeds of all traffic entering the intersection therefore, making it safer. Initially, the 14' wide lanes were designed to allow truck traffic to maneuver through the intersection without having a smaller vehicle alongside them as they travel through the intersection. Brion Rhodes reported that the ACEO is looking at using wider stripes for lane markings. The intersection currently has saw-tooth yield lines that sit back from the outside radius of the round-about at an angle so that when a vehicle pulls up to the round-about they can easily look to the left to see oncoming traffic. The distance of the saw-tooth marking from the beginning radius of the round-about (about 6') causes the vehicle to have to traverse the 5' and then the 14' lane to cross the round-about which also is causing traffic delays. The thought is to move the saw-tooth marking to the outside lane of the round-about which would move vehicles 6' closer along with reducing the width of the driving lanes by 2' would reduce the travel area by 4'. Brion Rhodes reported that another option is to install overhead mast arm lane designation signage in addition to the pavement markings for easier identification of where a vehicle should be in order to maneuver through the intersection. Overall, the study determined that vehicles are going too fast in the round-about, changing lanes in the round-about and passing other vehicles in the round-about which are all things that should not be happening. Brion Rhodes stated that there is one final option which is if a vehicle is on Shawnee Road heading northbound, at the gas station there is actually too much sight distance to the left. Because there is too much sight distance, drivers are being too aggressive and pulling into the round-about and not being cautious enough. The recommendation was to install some type of screening in the splitter island so that drivers cannot see what is to the left until the vehicle gets to the yield line. Dave Belton stated that it is obvious that the pavement markings on the north/south portion of the round-about are more worn than the east/west portion indicating that is where the majority of the traffic is coming from. Brion Rhodes stated that the north/south traffic comes to about 15,000 vehicles per day as opposed to about 7,000 vehicles per day for east/west traffic. The ACEO is looking to replace the pavement markings as well as implement the other options and use the reduction of the 2-lane round-about to a 1-lane as a last resort and repave at the same time. Kevin Cox asked if the ACEO had the numbers for the amount of traffic flowing through the Bellefontaine Avenue round-about. Brion Rhodes replied in the negative and stated that Howard Elstro may have that information. Howard Elstro stated that the current use of the Bellefontaine round-about is 13,000 but that is not what it will be as Elm Street is not open yet and traffic is being detoured. The round-about is not being completely utilized as it will be in the future. Doug Post stated that he wished that Eastown Road could have gone all the way to Shawnee Road. Larry Vandemark replied that it would have caused issues with residents and the golf course. Brion Rhodes stated that even though the round-about has moved up to the number one spot the severity of the crashes is very low overall when compared to other intersections such as Eastown and Elm Street, Eastown and SR 309 or Cable and SR 309. Those intersections have higher speeds and when crashes do happen, the severity of the crashes is much higher. Doug Post asked if the reason that the Shawnee Road round-about is the size it is was because it is too small. Brion Rhodes replied that roundabouts are

7. **FINAL 2019 TRAFFIC CRASH SUMMARY REPORT** (Continued)

designed to be “small” so vehicles will enter and use the roundabouts at lower speeds which reduce the severity of crashes.

Motion 41 (07-23-20) TCC

Kevin Cox made the motion to approve the FINAL 2019 Traffic Crash Summary Report. Seconded by Thomas Tebben; motion carried.

8. **OTHER**

a. Article in the Lima News for Opportunities for Public Participation

Shane Coleman reported that staff noted that there were a couple of articles in the Lima News for opportunities for public participation. There is an online presentation pertaining to proposed intersection safety project on US 30. The purpose of the project is control access to the divided highway, improve safety and reduce crashes. The proposed project would remove access on US 30 at Cool Road and Mayberry Road. The proposed project would also construct a restricted crossing U-turn (R-cut) at the Thayer Road intersection. The public has the opportunity to comment up until August 29th. Charles Schreck reported that if one goes to the ODOT website, at the top of the page look for projects or use the search to look for the US 30 Project.

b. ACCESS Ohio 2045 Transportation Plan for the Ohio Department of Transportation

Shane Coleman that the Ohio Department of Transportation (ODOT) has release for public review and comment their draft ACCESS Ohio 2045 Transportation Plan. If the public would like to access the document, they should go to access.ohio.gov. There is a survey at the end of the document for the public to take before August 31st.

c. Walk, Bike Ohio Program

Shane Coleman reported that staff has been participating in the Walk, Bike Ohio Program. This is ODOT's first program in Ohio to look at policies and programs as relates to active transportation. When complete, it will become Ohio's guide to bike and pedestrian transportation policies and investments for future infrastructure and programs. Shane Coleman reported that the goals of this program are safety, equity, connectivity, utilization, livability and preservation. The public can go to ODOT's website and look for Walk, Bike Ohio to review a summary report of existing conditions, draft recommendations and survey results. Regional presentations were completed last week.

d. Ohio Public Works Commission (OPWC) Funding

Shane Coleman reported that staff received notification of the availability of Ohio Public Works Commission (OPWC) funding for both programs-Clean Ohio and Infrastructure. Howard Elstro reported that the OPWC announced on Wednesday, July 22nd that they have allocations for the State Issue One monies (Green Space Ohio). OPWC asked for 3 years of funding due to the COVID-19 situation. The Ohio Legislature did not fund all 3 years. Howard Elstro stated that the projects that Allen County applied for had to be “shelved” until recently but can now move forward once approved by the OPWC. This means that there will be funding awarded this fall. The Johnny Appleseed metropolitan Park District (JAMPD) as well as the City of Lima have successfully applied for and utilized these funds for various projects throughout the community.

9. **ADJOURNMENT**

Motion 42 (07-23-20) TCC

Thomas Tebben made the motion that the meeting be adjourned. Seconded by Robert Sielschott; motion carried.