

TRANSPORTATION ADVISORY COMMITTEE

January 25, 2022

There was a **Transportation Advisory Committee** meeting of the Lima-Allen County Regional Planning Commission held on **January 25, 2022**, at **1:30 p.m.** in 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 26, 2021
3. RTA Report
4. DRAFT FY 2023 UPWP
5. DRAFT 2021 Fatal Crash Report
6. Gomer Streetscape Study
7. RTA MOU
8. ADA Update
9. RTPO/EDD
10. Funding Update
11. Other
12. Adjournment

A quorum being present, Shane Coleman brought the meeting to order and proceeded with the agenda.

1. **ROLL CALL**

Ms. Karen Garland	Allen County RTA
Mr. Steve Kayatin	Allen County Sanitary Engineer
Mr. Greg Kessen	Perry Township
Mr. Jamie Mehaffie	City of Delphos
Mr. Shawn McPheron	EMH&T
Mr. Jed Metzger	Chamber of Commerce
Mr. Ron Meyer	Allen County Engineer's Office
Mr. Charles Schreck	ODOT District 1

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. **APPROVAL OF TAC MINUTES – October 26, 2021**

Motion 1 (1-25-22) TAC

Jamie Mehaffie made the motion that the TAC minutes of October 26, 2021, be approved. Seconded by Steve Kayatin, motion carried.

3. **RTA REPORT**

Karen Garland reported that ACRTA is still having trouble finding enough drivers to go back to a full evening schedule, but it may not be necessary for awhile yet, as many of the business are now closing by eight in the evening because of lack of employees. Karen also

went over the ridership of the Bluffton and Delphos routes. She mentioned that staff is meeting employers and city staff for lunch in Delphos once a month currently to go over what transportation issues ACRTA may be able to help with.

Motion 2 (1-25-22) TAC

Jed Metzger made the motion to accept the ACRTA report.. Seconded by Shawn McPheron, motion carried.

4. DRAFT FY 2023 UPWP

Shane Coleman presented a summary of the draft 2023 UPWP to the committee. He explained that the first section introduces the committees and all committee members, the mission statement of LACRPC, and the different transportation budgets over the years.

The second section is all of the items that LACRPC does for local governments. This section included Traffic Safety grants, housing, lot splits, subdivisions, floodplains, etc.

Mr. Coleman then reviewed the planning emphasis areas covered in the ODOT items of the UPWP. The following are the emphasis areas.

Tackling the Climate Crisis and Transition to a Clean Energy Resilient Future is an emphasis area. Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050,

Equity and Justice 40 in Transportation Planning. The following strategies are strongly encouraged: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations

Complete Street: A complete street is safe and feels safe for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to serve best its community context and its primary role in the network.

Public Involvement: Continuous public involvement brings diverse viewpoints into the decision-making process. FHWA Division and FTA regional offices should encourage MPOs, State

DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.

Strategic Highway Network, Department of Defense Coordination: MPOs and State DOTs should coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. The DOD's facilities include military bases, ports, and depots. Therefore, the road networks that provide access and connections to these facilities are essential to national security.

Federal Land Management Agency Coordination: MPOs and State DOTs are encouraged to coordinate with FLMA's in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Agencies should explore opportunities to leverage transportation funding to support the access and transportation needs of FLMA's before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP).

Planning and Environment Linkages: MPOs and Public Transportation Agencies are encouraged to implement Planning and Environment Linkages as part of the transportation planning and environmental review processes. The use of Planning and Environment Linkages is a collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process and uses the information, analysis, and products developed during planning to inform the environmental review process

Data in Transportation Planning: To address the emerging topic areas of data sharing, needs, and analytics. Data sharing principles and data management can be used for various issues, such as freight, bike, and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision-making at the State, MPO, regional, and local levels for all parties.

Motion 3 (1-2-2021) TAC

Greg Kessen motioned to accept the Draft FY 2023 UPWP Report and send it to the TCC for concurrence. Seconded by Ron Meyer, motion carried.

5. DRAFT 2021 FATAL CRASH REPROT

Adam Haunhorst presented the Draft 2021 Fatal Crash Report to the committee. Mr. Haunhorst had a one-page handout containing fatal crashes by political subdivision, the number of fatal crashes in 2021, and the fact that five of the 21 fatal crashes involved drugs or alcohol.

Eight of the 23 fatalities involved pedestrians or non-motorized vehicles. So, there was a 110% increase in the number of fatal crashes. However, Mr. Haunhorst explained to the committee

that because Allen County's fatal crashes were so low, the percentage would be exponentially higher in 2020. There were nine fatal crashes, So, the increase is still very substantial.

Mr. Haunhorst also had a graph showing that 90% of the fatal crashes happen on dry pavement, and Wednesday is the day of the week having the most fatal crashes.

Motion 4 (1-2-2021) TAC

Ron Meyer motioned to accept the Draft 2021 Fatal Crash Report and send it to the TCC for concurrence. Seconded by Jamie Mehaffie, motion carried.

6. GOMER STREETScape STUDY

Mr. Coleman explained that the study was funded under the current TIP, and the PID is now closed. However, the document will be on the LACRPC website after noon on Friday for public participation. The purpose of this feasibility study is to develop details and cost estimates for a proposed streetscape through the unincorporated community of Gomer along Lincoln Highway and Gomer Road.

The existing streets, sidewalks, and storm drainage was initially constructed in 1942 and have deteriorated over the years. A new sanitary sewer project to service the residents of Gomer will be completed in 2022, which will cause construction disturbance through the area. There is also the possibility of a project to provide drinking water to the area in 2023. This potential streetscape project could be constructed in 2024 after the sanitary sewer, and potential water projects are constructed.

This feasibility study has determined potential project limits and typical sections which were used to develop construction cost estimates for various phases and alternatives. This information can be utilized by government stakeholders and property owners to determine their interest in supporting a potential construction project.

Phase 1 would reconstruct the street, sidewalks, storm sewers along Lincoln Highway and a small portion of Gomer Road near its intersection with Lincoln Highway. The Lincoln Highway portion of this phase is approximately 2410' starting approximately 630' west of the intersection with Gomer Road and ending approximately 1780' east of the intersection with Gomer Road, just west of the bridge over Pike Run. The Gomer Road portion of this phase is approximately 390', starting at a point approximately 160' north of the Lincoln Highway intersection and ending approximately 230' south of the intersection. Phase 1 contains two alternatives. Alternative 1 would consist of a 34'-0" face/face of curb street width with a 5'-6" tree lawn width which would require removing all existing trees within the existing right-of-way.

The total construction cost of Alternative 1 is estimated at \$2,550,000 for the year 2024. Alternative 2 would consist of a narrower street on the right side (17'-0" from centerline to face of curb left side; 14'-0" from centerline to face of curb right side) to create a wider (8'-6") tree lawn width on the right side to save some existing trees within the existing right-of-way. This would require eliminating on-street parking on the right side (south side of Lincoln Highway). The total construction cost of Alternative 2 is estimated at \$2,520,000 for the year 2024.

Phase 1A would reconstruct the street, sidewalks, and storm sewers along Gomer Road from a point approximately 230' south of the intersection of Lincoln Highway to just south of the

Gomer Congregational Church for an overall length of approximately 670'. This would consist of a 28'-0" face/face of curb street width with an 8'-6" tree lawn width. The total construction cost of Phase 1A is estimated at \$620,000 for the year 2024. It is recommended that Phase 1A be constructed at the same time as Phase 1.

Phase 2 would add sidewalks from just south of the Gomer Congregational Church to Stemen Street (approximately 920') along with proposed storm drainage where necessary. The roadway through this area is not currently curbed, but rather a raised section with ditch drainage. Adding sidewalks to this area would require purchasing additional right-of-way. The total construction cost of Phase 2 is estimated at \$400,000 for the year 2024 not considering right-of-way. It is not recommended at this time to construct Phase 2.

The only funding expended so far on this project has been the \$24,989 allocated for this feasibility study. Funding for construction would need to be obtained prior to moving forward with design plans. It is anticipated that ODOT's Transportation Alternatives Program (TAP) would be a source of funding which could be applied for in the fall of 2020.

Motion 5 (1-2-2021) TAC

Ron Meyer motioned to accept the Gomer Streetscape Study and send it to the TCC for concurrence. Seconded by Steve Kayatin, motion carried.

7. RTA MOU

Mr. Coleman stated that the 2022 MOU with Allen County RTA has been signed by the RTA Board and will go to the LACRPC Executive Committee this month for signature.

Motion 6 (1-2-2021) TAC

Greg Kessen motioned to accept the the ACRTA MOW and send it to the TCC for concurrence. Seconded by ron Meyer, motion carried.

8. ADA UPDATE

Mr. Coleman shared an article from Route Fifty discussing a federal court ruling directing New York City to improve the intersections in the next decade to bring them in line with the Americans with Disabilities Act. The order came in response to a lawsuit brought by disability advocates, who said that 97% of the city's intersections with visual "walk" and "don't walk" signals did not have the technology for blind or low-vision pedestrians, putting them at danger of being hit by vehicles when they cross the street. Nearly 200,000 people in New York are blind or have low vision.

U.S. District Judge Paul Engelmayer ruled that the lack of accommodations for people who cannot use the visual signals violated the Americans with Disabilities Act and another federal law.

In late December, Engelmayer ordered New York to install accessible pedestrian signals at 9,000 intersections by the end of 2031. The signals use sounds and vibrations to indicate when it is safe to cross a street. By the end of 2036, according to the judge's order, the city needs to include them at all 13,200 of its signalized intersections.

No motion necessary just an update.

9. RTPO/EDD UPDATE

Mr. Coleman shared with the committee that he has met with the Allen County Commissioners regarding the RTPO and the EDD that LACRPC will be presenting to other counties in the next several weeks. In addition, Mr. Coleman has already met with Putnam County and will speak to them again after meeting with several of the other counties.

No motion necessary just an update.

10. FUNDING UPDATE

Mr. Coleman presented to the committee a spreadsheet developed by ODOT with some of the new discretionary grants available. Mr. Coleman explained that the communities in Allen County need to put together a list of what they want to do for the next five years. Then, they will need to get most of their preliminary work done so that when the budget is passed and these grant opportunities become available, they are ready to apply on short notice.

No motion necessary just an update.

11. OTHER

Shane Coleman gave the committee an update on the Safe Routes to School program. Applications are due on March 4, 2022. LACRPC has contacted Lima City Schools regarding the grant opportunity and the Village of Elida. The Village of Elida applied in 2020 but did not receive funding, so there is potential for a new submission.

Mr. Coleman also updated the Committee on SB277 regarding the current gas tax.

No motion necessary just an update.

12. ADJOURNMENT

Motion 7 (11-22-22) TAC

Steve Kayatin made the motion that the meeting be adjourned. Seconded by Ron Meyer, motion carried.