**TRANSPORTATION COORDINATING COMMITTEE**

**January 27, 2022**

There was a **Transportation Coordinating Committee** meeting of the Lima-Allen County Regional Planning Commission held on **Thursday, January 27, 2022**, at **3:00 p.m.** in the Commission office located at 130 West North Street, Lima, Ohio.

The agenda was as follows:

1. Roll Call
2. Acceptance of TAC minutes – January 25, 2022
3. Approval of TCC minutes – October 28, 2021
4. RTA Report
5. DRAFT FY 2023 UPWP
6. DRAFT 2021 Fatal Crash Report
7. Gomer Streetscape Study
8. ADA Update
9. RTPO/EDD Update
10. Funding Update

11. Other

12. Adjournment

A quorum of the Committee participating, Howard Elstro brought the meeting to order and proceeded with the agenda and introductions.

**1. ROLL CALL**

Mr. Kevin Cox Perry Township

Mr. Howard Elstro City of Lima

Mr. Steve Ewing Auglaize Township

Mr. Mitchell Kingsley Village of Bluffton

Mr. Doug Post Amanda Township

Mr. Chuck Schierloh City of Lima

Mr. Charles Schreck Ohio Department of Trans. District 1

Ms. Beth Seiber Allen County

Mr. Larry Vandemark American Township

**GUESTS**

 **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 – January25, 2022**

 **Motion 1 (1-27-22) TCC**

Beth Seiber made the motion that the TAC minutes of January 25, 2022, be accepted. Seconded by Steve Ewing, motion carried.

**3.** **APPROVAL OF TCC MINUTES – OCTOBER 28, 2021**

 **Motion 2 (1-27-22) TCC**

Chuck Schierloh made the motion that the TCC minutes of October 28, 2021, be accepted. Seconded by Doug Post, motion carried.

**4. RTA REPORT**

Marlen Schumaker went over the report that was given by Karen Garland at the TAC meeting on January25, 2022. 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 3 (1-27-22) TCC**

KevinCox the motion to accept the RTA report. Seconded by Beth Seibert, motion carried.

**5.** **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 FLMAs 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 FLMAs

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 4 (1-27-22)) TCC**

Mitchell Kingsley made the motion to accept and submit the Draft FY 2023 UPWP. Seconded by Kevin Cox, motion carried.

**6. DRAFT 2021 FATALCRASH REPORT**

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.

The D raft 2021 Fatal Crash Report will be released to the public thru a press release the Friday beforethe Super Bowl

The Committee discussed the cause of several of the accidents and requested more information be reviewed on the run off the roadway accidents.

 **Motion 5 (1-27-2022) TAC**

Steve Ewing made the motioned to accept the Draft 2021 Fatal Crash.Seconded by Larry Vandermark, 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.

**No motion necessary just an update.**

**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.

The Committee discussed how the ADA updates will work on a roundabout.

**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 UPDATES**

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. Mr. Coleman mentioned that as soon as there are criteria on the grants he will send them to all members.

**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.

Mr. Coleman will let the Committee know by email any updates he received or both of these issues.

**No motion necessary just an update.**

**12. ADJOURNMENT**

**Motion 6 (1-27-22) TCC**

Doug Post made the motion to adjourn. Seconded by Chuck Schierloh. Motion carried.