

# 2016 Annual Report

## A Look Back by Transportation Director Scott Schmid



The Transportation Coordinating Committee underwent a series of structural change this past year with an end goal of becoming more inclusive of local expertise. At first glance, the reduction from 30 board members to 13 may seem counterintuitive to the concept of inclusiveness, but the TCC formed two new advisory committees to assist in consensus building. The Local Officials, Government, and Citizens Advisory Committee will serve the TCC and will include public safety and bicycle and pedestrian advocates alongside local government officials. The Human Services and Coordinated Transportation Advisory Committee is actually not forming a new subcommittee, rather it is formalizing the relationship between a regular standing meeting of social services, non-profits, and transit providers. And the Technical Advisory Committee has been reformulated to include local planning and roadway operations staff. While we have experienced a few bumps along the road in the transition, I'm happy to report that we as staff have had more interaction with all committees this past year than we have had in years.

While the TCC's fiscal year ends in June, summer is always a good chance to look back on the planning that goes into a busy construction season. There are three major Federal projects that are just now beginning or are just wrapping up. The Little Miami Scenic Trail Extension in southwest Springfield will be completed by September. There is already asphalt in place and you can clearly see how valuable these pieces of trail segments are going to be to our community. I would like to thank the City of Springfield's City Manager's Office, City Engineering Department, and the Greater Springfield Chamber of Commerce for continuing to push forward with this project and for making the completion of the trail a priority.

Work began mid-July on the US40/US68/Upper Valley Pike safety project. This project will add much needed capacity and improve safety throughout the interchange area. Through widening on US40, the addition of a new traffic signal on Upper Valley Pike at the US68 ramp, and coordination between the signals we will be able to eliminate traffic backups and reduce the amount of rear end collisions that occur in the area. The project is the result of hard work and coordination between ODOT and local stakeholders to ensure that we have a project that meets the purpose and need of the area and is cost feasible.

The final project I would like to mention is the Derr Road safety project which has also just started. The addition of pavement on the outside of the travel lanes in this area will not only provide a safety benefit to vehicles, but they will also be striped as bicycle lanes to connect Moorefield Road with Villa Road. This all important link will provide our first bicycle facilities into the residential Northridge area, and will eventually connect to the Simon Kenton and Little Miami trail networks



In May of 2016, Springfield City Area Transit implemented some major system changes that offer longer services hours, consistent routing, route signage and fare increases. The changes followed multiple public participation sessions, two-years of ridership data collection and passenger surveys. Springfield City Area Transit hasn't seen major system changes in several years, the last fare increase was implemented in 1984. The project team included staff from the City of Springfield, Springfield, First Transit and Clark County-Springfield TCC. The project goal was to improve on consistency and offer better options for job access and

reverse commutes. Although fares were increased, Springfield City Area Transit offers value passes that offer convenience and significant savings for passengers. SCAT also re-introduced its monthly and student passes. With a monthly pass, regular fare passengers can take unlimited trips for a 30 day period for \$50.00, elderly and disabled can ride for \$25.00 and a monthly student pass is only \$35.00. Additionally, SCAT will continue to offer its popular 10 ride pass. SCAT now operates Monday through Friday, 6:40AM-6:40PM. Complete system information can be found at [www.SpringfieldOhio.gov/SCAT/](http://www.SpringfieldOhio.gov/SCAT/) or by phone at 328-SCAT.



**Public Transit Fleet Funding Awards**

Springfield City Area Transit/City of Springfield was awarded \$685,000 from the Ohio Governor's Apportionment of 5339 (Bus and Bus Facilities Program) funding. A total of \$2,879,163 was available for the three year period of funding with allocations of \$2,375,500 distributed among five transit agencies which included Springfield City Area Transit, Allen County RTA, Eastern Ohio RTA, Richland County Transit Board and Steel Valley RTA. The award of 5339 funding is 100% Federal funds and requires no local funding. The apportionment will utilize Federal Fiscal Year 2013-2015 funds.

**Human Services Funding Awards**

TAC Enterprises received notification of their award of 5310 (Enhanced Mobility for Senior and Individuals with Disabilities) funding. TAC was awarded two 16 passenger, 2 wheelchair accessible Light Transit Vehicles, a computer, routing software, and vehicle GPS system to complement the new software purchase. TAC's Federal award of \$120,238, coupled with 20% match will provide a total of \$150,298 for the purchases.

Also receiving 5310 (Enhanced Mobility for Senior and Individuals with Disabilities) funding is Goodwill Easter Seals Adult Services of Springfield-Clark County. GWES received funding for a new 12 passenger, 2 wheelchair Light Transit vehicle to be added to their fleet. The project total is \$63,384 which will combine 80% Federal funding and 20% agency funds.



**SEE ORANGE,  
BE ALERT!**



**Avoid Distractions. Stay Focused.**

CLARK COUNTY  
SPRINGFIELD



## Little Miami Scenic Trail Project



After years of planning, the Little Miami Scenic Trail Extension project has finally been completed. The project cost was \$1,133,461. The project was funded with State and Federal funds. No local dollars were spent on the project.

For years, out of town cyclists have not entered Springfield because they thought the trail ended just south of I-70. The gap in missing trail from I-70 to John Street and from Johnny Lytle Avenue to Fair Street caused many cyclists to skip Springfield all together.

The project will officially be completed later this month and will have a ribbon cutting on September 9<sup>th</sup>, 2016 at

2:00 pm. The cutting will take place north of where the trail crosses John Street, between South Yellow Springs Street and Portage Path. Please plan on joining us for this celebration of connecting the Little Miami Scenic Trail through Springfield.

## Bike To Work Day

TCC staff participated in the planning and implementation of the 3<sup>rd</sup> annual Springfield Bike to Work Day. The event was held on Friday, May 20<sup>th</sup> from 7:00-9:00 am. The event was again held on the City Hall Plaza. The event was funded solely from private donations, including generous sponsorships from Buckeye Sports Lodge, Lee's Famous Recipe Chicken, Tropical Smoothie Café, and Un Mundo Café. The event was hosted by Bike Springfield. The event continues to grow in popularity and helps advance bicycling as a mode of transportation in the community.

## Bike Helmet Event

TCC staff teamed up with Springfield Police Division, NTPRD, and Springfield City School's Connect ED for its 4th annual Bike helmet event at the Clark County Fair. Each year TCC distributes an average of 350 new helmets. Helmets are offered to kids ages 2-17 with professional fittings. This is also a great opportunity to interact with kids and encourage safe cycling. Additionally, TCC provides helmets to Springfield Police Division's Bike Camp and recently Connect Ed's ReCycle program. Thanks to those who helped to make this event successful.



"I wanted to let you guys know last year my daughter was riding her bike on the bike trails. She lost control of her bike and had a pretty bad spill. When she got up, I looked at her helmet and a large chunk of the helmet had been knocked off by the impact of the helmet hitting the ground. If it had been her head without the helmet which hit the ground, I dread to think of what would have happened. The helmet you gave my daughter saved her head that day."

**Eric Renegar,  
Springfield**

## A Look Back at 2016 (continued)

via Villa Road. The addition of a turn lane at Kingsgate and a turn lane and traffic signal at Montego will also provide valuable safety benefit to an area that has seen increases in traffic volumes. The Clark County Engineer's Department has been a very valuable partner throughout the planning of this project.

Moving forward we have several challenges still ahead of us. The two largest studies we are currently working on are the South Limestone Corridor Study and the Clark County Comprehensive Plan Update. The Comprehensive Plan will be a large-scale coordinated land use and transportation plan which has not been updated since 1999. The project will take approximately two years in order to properly coordinate with all jurisdictions in Clark County and afford ample public participation.

The South Limestone Corridor Study is anticipated to be complete in October. We are looking at ways to transform the corridor from Leffel Lane to Selma Road through transportation investment. We have had a very engaged public throughout the process with much of the concerns raised centering on walkability and quality of life issues. The final plan will be an array of concepts to address vehicular safety, bicycle and pedestrian safety, and congestion issues.



As we begin our new fiscal year, staff will be challenged to continue to work through performance based planning and target setting. We will need to continue to balance maintaining roadways and bridges with addressing safety and congestion issues while being mindful of cost effectiveness and innovation. I would like to thank all of our staff for another great year at the TCC. We are lucky to have hard working professionals with outstanding vision who promote the TCC. Summer is a time when you will see our staff, whether in the field collecting data, or at the Summer Arts Festival or the Clark County Fair promoting our programs. I'd invite you to stop by at these events or drop by our office to discuss the transportation issues that are important to you.

## Ohio Public Works Commission

[ClarkTCC.com/opwc.htm](http://ClarkTCC.com/opwc.htm)

The Ohio Public Works Commission held its 30<sup>th</sup> round of funding in fiscal year 2016. Several Clark County Communities were successful in securing OPWC assistance. The following projects received funding in round 30.

Applicant	Project	OPWC Assistance
City of Springfield	Burnett Rd	\$134,400
City of Springfield	Lowry Bridge	\$163,000
City of Springfield	Villa Rd	\$733,552
Clark County	Derr Rd	\$1,040,140
Clark County	Old Columbus Rd Bridge #1057 Replacement	\$525,400
Mad River Township	Rocky Point Road Reconstruction and Resurfacing	\$150,013
Village of Enon	Speedway Water Loop	\$273,235 Grant / \$273,235 Loan

The Ohio Public Works Commission provides financing for local governments to complete public infrastructure projects. Eligible projects include road, bridge, water, wastewater, and storm system improvements. Funding for the program comes from 1 cent of the Ohio gas tax (LTIP funding) as well as \$150 million in statewide bond funding (SCIP). Loan funding is available for 0% interest for up to 30 years or the life of the project. OPWC funding continues to be one of the most popular grant programs in the state.

The Transportation Improvement Program (TIP) serves as the TCC’s four year planning document and provides listings of completed, planned, and regionally significant transportation projects. It also contains narrative discussing the TIP’s consistency with applicable Federal, state, and metropolitan planning rules.

Development of the FY2018-2021 TIP began at the end of FY2016. Project applications for Federal funding were mailed out to local governments in June. The TCC’s capital program provides approximately \$3 million each fiscal year to improve the local transportation system.

Available funding is divided into three types. The Surface Transportation Program (STP) is the most general of the three with most improvement projects eligible for funding. Congestion Mitigation and Air Quality (CMAQ) funds are used to fund transit activities, coordinate traffic signal systems, and construct multi-use trails. CMAQ funding must demonstrate reductions in emissions and pollutants. Transportation Alternative (TA) funds are focused on planning, construction, and design related to compliance with existing federal regulations. Under the TA program, eligible activities for funding include: bike/pedestrian trails or compliance with ADA; safe routes for non-drivers; preservation of abandoned rail corridors, turnouts, and overlooks; inventory, control, or removal of outdoor advertising; historic preservation and rehab of historic transportation facilities; vegetation management practices to improve road safety; archaeological activities relating to impacts from implementing of a project; and any environmental mitigation activity.

PID	County-Route-Section	Location & Termini	Project Description	Federal Funds in Construction (Thousands)	Total Construction Cost (Thousands)	Responsible Agency	Award Date
95926	CLA-IR675-0.79	Br. No. CLA-675-0079, SFN 1206508	Bridge repair	\$ 412	\$ 458	ODOT	7/9/2015
93180	CLA-SR72-10.04	From SLM 10.04 (Second Street) to SLM 10.93 (Home Road)	Resurfacing	\$ 399	\$ 498	ODOT	7/23/2015
95732	CLA-Misc Road Reconstruction	Burt, Bechtle, and Lagonda	Resurfacing and ADA improvements	\$ 282	\$ 398	Springfield	8/4/2015
95405	CLA-US68-Var	6 bridges on US68	Bridge repair	\$ 95	\$ 119	ODOT	10/19/2015
95525	CLA-IR70-Var	4 bridges on IR70	Bridge repair and paint	\$ 2,761	\$ 3,068	ODOT	10/29/2015
95523	CLA-SR235-3.95	Br. No. CLA-235-0395, SFN 1205765	Paint bridge superstructure	\$ 97	\$ 121	ODOT	11/24/2015
82314	CLA-Little Miami Trail Extension	from Fair to Johnny Lytle and from John to Leffel	Construct a multi-use trail connecting existing multi-use trail segments	\$ 909	\$ 1,133	Springfield	1/5/2016
96363	CLA-SR41-12.25	SFN 1201549, CLA41-1225 over IR70	Bridge repair	\$ 965	\$ 1,072	ODOT	1/21/2016
99779	CLA-US 40 10.11	Intersection of SR4/US40/US68 at CR327; US68 Southbound exit ramp H	realign and widen the US68 Southbound exit ramp H; signalize intersection ramp H and CR327; widen intersection at US40 and CR327	\$ 2,133	\$ 2,454	ODOT	1/21/2016
88618	CHP/CLA SR4/SR29 VAR	Overlay SR4 and SR29 in Clark County and Champaign County	Bridge overlay on SR4 and SR29 in Clark County and Champaign County	\$ 1,834	\$ 2,293	ODOT	2/19/2016
97836	CLA/MIA/MOT CR35/21/MR 43/ MR163	Bridge 1239503 CLA 350-0459 Moorefield Road over Buck Creek	Bridge replacement	\$ 1,041	\$ 2,025	ODOT	2/19/2016
101015	CLA-4-6.11	Bridge No. CLA-4-0611R, SFN 1200011	Bridge repair	State Funding	\$ 110	ODOT	4/14/2016
99592	CLA-WESTCO Urbana Line	Urbana Line, MP 116 to MP 124	Rehabilitate Urbana Line	\$ 350	\$ 639	WESTCO	4/15/2016
102872	CLA-IR70 11.01 L	Br. No. CAL-70-1101-L; SFN 1204203	Bridge repair	State Funding	\$ 164	ODOT	5/12/2016
100364	CLA-SR41/235 22.14/1.51	CLA SR41 SLM 22.14 to 27.57; CLA SR235 SLM 1.51 to 3.95	Resurfacing	\$ 1,294	\$ 1,618	ODOT	6/9/2016
92813	CLA-CR385-1.00	CR 385 (Derr Road) from SLM 1.00 to SLM 3.04	Construct 5' paved shoulders along CR385. Install a NB right turn lane at Kingsgate Drive, install a NB right turn lane at Montego Drive, and install a traffic signal at Montego Drive	\$ 3,736	\$ 4,670	Clark County	6/29/2016

The 2040 Long Range Transportation Plan was recently updated and adopted by the TCC on May 13, 2016. The Plan identifies future transportation investments, goals, and objectives for all modes of transportation. Using projections of where people will live and work, the Plan strives to achieve a balance among all modes of travel, such as auto, public transit, pedestrian, and bicycle. The Plan addresses no less than a twenty year planning horizon and is based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity.

Here's a recap of the goals and objectives listed in the Plan:

## Goal 1

**Preserve and maintain existing transportation infrastructure to promote a multi-modal system with efficient management and operation.**

**Objective:** Systematically replace, rehabilitate, and improve the transportation infrastructure to provide acceptable levels of service in Clark County

**Objective:** Extend the useful life of transportation infrastructure through preventative maintenance, innovative construction methods and materials, and timely reconstruction or replacement

**Objective:** Continue development and use of transportation infrastructure management system

## Goal 2

**Provide a safe and secure transportation system that encourages increased mobility and enhances the quality of life within the planning area.**

**Objective:** Provide transit services that meet the diverse needs of the population

**Objective:** Provide bicycle and pedestrian facilities as part of the transportation network

**Objective:** Minimize the adverse impact of transportation infrastructure and services on environmentally sensitive or socially significant features of the natural or built environment

## Goal 3

**Use the transportation system to gain economic advantage and support the overall vitality of the planning area.**

**Objective:** Enhance the carrying capacity of existing highway, rail, transit, and aviation facilities and services in Clark County

**Objective:** Maintain, improve, and develop hub-type transportation facilities and services that can serve to retain and expand economic activity in Clark County

**Objective:** Plan public transportation hub improvements that integrate local facilities and services with access or connections to area transit and paratransit services, pedestrian and bicycle facilities, intercity bus and rail passenger services, and commercial airports

## Goal 4

**Balance fiscal needs against anticipated revenues for efficient use of resources.**

**Objective:** Develop fiscally constrained transportation plans, programs, and projects

**Objective:** Develop evaluation criteria to prioritize candidate projects competing for limited financial resources

**Objective:** Undertake strategic planning to best take advantage of currently available transportation funding resources

## Traffic Counts

[ClarkTCC.com/trafcounts.htm](http://ClarkTCC.com/trafcounts.htm)

The collection of traffic count data is integral to sound transportation planning. During specific seasons and when requested, TCC compiles data regarding traffic volumes on Clark County roadways and intersections for use in many of its analyses and evaluation of new projects.

During FY2016, TCC requested 101 locations for traffic count data collection throughout Springfield and Clark County.

In late FY2015, TCC purchased two Scout Video Control Units through Miovision Technologies were utilized through FY2016 to collect additional traffic count data requested by the city, county, and townships. Due to staff changes within the City Engineering Department, TCC staff began in late FY2016 collecting data from locations for the annual traffic count program using the Scout Units and this will continue into FY2017. The video collected by the Scout Unit can be uploaded and processed through Miovision's Platform site or viewed manually to observe traffic patterns.



## Traffic Safety

[ClarkTCC.com/crashes.htm](http://ClarkTCC.com/crashes.htm)



The High Hazard Location List for Clark County was completed and published in Fall 2015. This document is a comprehensive analysis of non-freeway, high crash locations throughout Clark County. The locations were examined using 2012-2014 data from the Ohio Department of Transportation and the Ohio Department of Public Safety. The top 52 intersections included were based on where they fell within a frequency threshold after they had been scored and ranked. Corridors consisting of all non-freeway Federal-aid roadways were also scored and ranked.

This document continues to serve as a tool to help address local roadway safety issues. With areas identified that need the most attention, TCC will work with local governments, the Ohio Department of Transportation, and local law enforcement to assemble a work plan to address the safety of the local system. TCC also continues to work with the Clark County Safe Communities Coalition on educational campaigns. In FY2017, local safety field reviews will be held for some of the high crash areas.

## Public Involvement

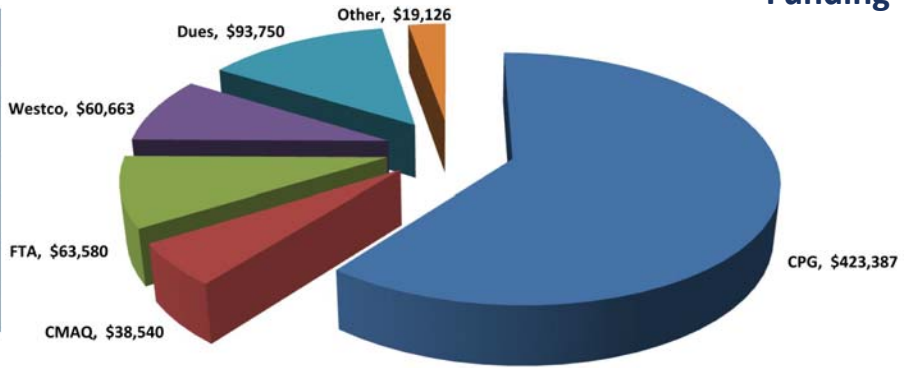
[ClarkTCC.com/pubinvolve.htm](http://ClarkTCC.com/pubinvolve.htm)

TCC continued its successful partnership with Springfield Arts Council to promote RideShare and Air Quality Advocacy as well as current and upcoming projects. Summer Arts Festival events give TCC an opportunity to present information to as many as 10,000 attendees in a single event. All 2016 Summer Arts Festival events were very well attended with an average attendance of approximately 3,500 per event. TCC's partnerships with National Trail Parks and Recreation has also provided opportunity to speak with attendees of events ranging from festivals to movie nights. With local partnerships, TCC can reach residents on a personal level. Unlike messages broadcast over media such as TV and radio, we can speak to concerned residents one-on-one and provide more detailed information.

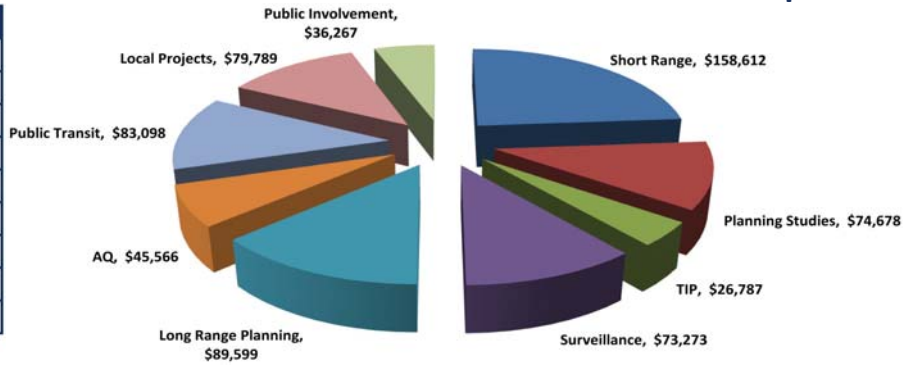


# TCC 2016 Year-end Financial Data

FUNDING	
CPG	\$ 423,387
CMAQ	\$ 38,540
FTA	\$ 63,580
Westco	\$ 60,663
Dues	\$ 93,750
Other	\$ 19,126
<b>Total</b>	<b>\$ 699,046</b>



DIRECT EXPENSES	
Short Range	\$ 158,612
Planning Studies	\$ 74,678
TIP	\$ 26,787
Surveillance	\$ 73,273
Long Range Planning	\$ 89,599
AQ	\$ 45,566
Public Transit	\$ 83,098
Local Projects	\$ 79,789
Public Involvement	\$ 36,267
<b>Total</b>	<b>\$ 667,670</b>



## Transportation Year In Review

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