

MINUTES

Bruce Smith called the Meeting to order at 12:10 p.m.

Those Members Present Were:

John Detrick	Kent Sherry	Leo Shanayda	Elmer Beard
Tim Gothard	Alan Thompson	Orphus Taylor	Geoff Steel
Roger Tackett	Kevin O'Neill	Marjorie Travis	Bob Binder
Sarah Wildman	David Hartley	Bill George	Tom Junk
Gene Kelly	John Krabacher	Randy Chevalley	Bill George
Toni Keller			

Also Present Were:

Lamar Daniel	Bill Carey	Maggie Barnhiser	Scott Schmid
Joyce Davis	Eric Ottoson	Shane Farnsworth	Darrell Howard
Robert Yingst	Jim Clem	Dudley Bravard	Jeff Johnson
Tom Loftis	Gene Farrell	Judith Harrison	Steve Eubanks
John Hays	Terry Shaffer	Sally Widener	Doug See
Karen Hamilton	Joe Fugate	Roger Thompson	Howard Collingsworth
David Mihard	Keith Swigart	Herschel Haulman	Glenn & Helen Folck
Wendy Voochess	Mark Chynoweth	Louise Kreitz	Herb & Ruth Young
Tom Waddle	Gary Barger	Diana Seward	Chris & Salley Widener
Bill Sward	Diana Erwin	Donald Kreitz	Thea Walsh

MINUTES

Motion by Gene Kelly, seconded by Geoff Steele, to approve the minutes of the March 10, 2006 meeting.

Vote: Motion approved unanimously.

EXPENDITURES

Motion by Elmer Beard, seconded by Roger Tackett, to approve the expenditures in the amount \$51,277.03.

Vote: Motion approved unanimously.

THEN AND NOW RESOLUTION

Motion by Roger Tackett, seconded by Tim Gothard, to authorize the County Auditor to issue a warrant in the amount of \$936.00 to Charles Harris & Associates under the TCC voucher #4092 for audit services.

Vote: Motion approved unanimously.

BLANKET CERTIFICATES

Supplies	\$5,000	74200
Other	\$5,000	74140 – 74904

Motion by Roger Tackett, seconded by Leo Shanayda, to approve the Blanket Certificates in the amounts requested.

Vote: Motion approved unanimously.

TRANSPORTATION PLANNING UPDATE

A. S. R. 794 Sub-area Study

Thea Walsh, Transportation Director made a presentation that explained the progression of the study from beginning to the present. Further she made a recommendation to the board for alternate D1A. After the presentation she took questions from the board and from citizens on study concerns.

S.R. 794 Sub-area Study Board Comments

Multiple questions were asked about the conceptual design of both D1 and D1A.

John Detrick inquired about the difference between the two alternates. Thea Walsh replied that D1A is just D1 with some modifications. The primary difference is the availability of more land for the airport and base use on the city owned property. Bruce Smith followed by further describing the basic differences between the two alternates.

Alan Thompson requested that Thea Walsh describe the planning process by which D1A had evolved. Thea Walsh explained that D1A was designed to address the agreed upon changes to D1 made at the last Planning Advisory Committee meeting. After the changes were made to the conceptual design she explained that D1A was reviewed by the Executive Committee in preparation for the April 21 TCC meeting.

Roger Tackett made an inquiry about the design speed of both alternates. Thea Walsh affirmed that both alternate are conceptually designed for traffic speeds of 55 mph. Bruce Smith and Randy Chevalley elaborated on the design speed discussion for both

options. Roger Tackett further stated that D1A supports the creation of jobs in Clark County as it provides the most amount of space for the military.

Tim Gothard stated that D1A is a much more optimal alternate than D1 for the municipal airport and military units that are and will be stationed in the area.

Randy Chevalley stated that this planning study should include a forecast of what will approximately be developed in the area within the next twenty years. This prevents the TCC and the community from having to revisit this decision in the future.

S.R. 794 Sub-area Study Public Comments

Multiple citizens inquired about the intersection of the new road with Peacock Road. They were particularly interested in whether Peacock Road would T-in to the new road or whether it would have a cul-de-sac. Thea Walsh replied that neither the D1 nor the D1A alternate conceptual designs would include a cul-de-sac.

Hugh Barnett spoke on behalf of Congressman Hobson. He stated that future development of the military base is necessary in order to comply with the terms of the previous BRAC. He further elaborated in stating that a design option that allows for the most amount of developable land for military purposes would be the most optimal option for the military.

Jeff Johnson spoke on behalf of the Community Improvement Corporation (CIC). He briefly outlined a letter that the CIC had sent in support of a resolution of the planning study issues. He specifically stated that the CIC is of the firm opinion that both the security of the Springfield Air National Guard base and the eventuality of additional flying missions and other military units relocating to the base, depend entirely on the realignment of SR 794.

Chris Widener spoke on behalf of citizens of the Peacock Road area. He stated that he was unsure how the planning process led the development of D1A as an option. He was under the impression at the last Planning Advisory Committee meeting that all parties involved were in support of D1 with some modifications. He was specifically concerned for citizens who did not want this road to take their house or run close to their house.

Motion by John Detrick, seconded by John Krabacher, to accept the SR794 Sub Area Study with the preferred conceptual alternate D1.

A roll call vote was made:

Beard- yes, Bender- abstain, Chevalley- yes, Detrick- yes, George- yes, Gothard- no, Hartley- yes, Krabacher- yes, Junk- yes, Keller- no, Kelly- no, O'Neill- no, Shanayda- no, Sherry- no, Smith- yes, Steele- no, Tackett- no, Taylor- abstain, Thompson- yes, Travis- yes and Wildman- yes.

Vote: 11 yes, 8 no and 2 abstain. After review of the TCC bylaws the motion was approved.

Bill George admitted to being confused on the subject of the vote and requested to retract his vote.

Motion by Bill George, seconded by Tim Gothard, to retract Bill George's vote from the record.

Motion by Elmer Beard, seconded by Bruce Smith, to hold this motion until a legal opinion can be sought.

After some discussion and review of the bylaws both motions were retracted without vote.

B. S.R.4/U.S.40/U.S.68/Upper Valley Pike Sub-Area Study

Lamar Daniels addressed the fact that U.S. 40 at the intersection of S. R. 68 was classified as a "Hot Spot" area by ODOT for the number of property damage accidents over a 3-year period of 2000-2003. The "Hot Spot" is from North Bell St. at the east to Upper Valley Pike at the west.

He further discussed the process of the "Hot Spot Study". After discussion with the ODOT, County Engineer, City Engineer Dept. and Springfield Township it was decided to select a consultant to look at this area for possible corrections to the "Hot Spot" area. The consultant selected to do a planning study for this area was EMH&T, Inc. for Columbus.

EMH&T staff reviewed the weaving and accident history from U.S.68 on to U.S. 40 and Upper Valley Pike. Further investigation was done by ODOT when they decided to study the interchange at U.S.68 and U.S. 40 the south-bound off-ramp to Upper Valley Pike and the drive way to/from the Ohio Masonic Home.

Lamar Daniel shared that preliminary stakeholder meetings were held to develop a plan on the best approach for the study. Two public meetings were held at Rockway School during the study. Through the study process 11 alternates were developed and presented to the public for consideration and comments. After the first public meeting and the comments reviewed, the alternates were reduced to 8. After the second public meeting the comments were reviewed and a "Preferred was agreed upon by the study team. The study team selected Alternate 2A as the preferred alternate.

Alternate 2A eliminates the two Western side ramps of U.S. 68, adds more west-bound and east-bound lane configurations to U.S. 40, it adds a signal at the bottom of the south-bound off-ramp from U.S. 68 onto Upper Valley Pike and it realigns Columbia St. with the south-bound off-ramp of U.S. 68 to make a 4-way intersection. The signal at the intersection of U. S. 40 and Upper Valley Pike will be upgraded and

“Flashing Lights/Prepare to Stop Signs” will be placed on east-bound S. R. 4 for drivers approaching the intersection.

Lamar Daniel recommended that the TCC approve the “Study” with the preferred alternate 2A. The approval would allow the project sponsor to proceed with further development of the project.

Comments were made by Tim Gothard and a citizen, Bob Yingst. Tim Gothard stated that the 2A alternate is unacceptable because traffic must go through two signals to head into Springfield instead of the current south-bound off-ramp heads East into Springfield. Bob Yingst spoke from his professional knowledge as a traffic engineer that alternate 2A would cause more accidents than currently shown by the consultant. He further stated that closing ramps creates a higher possibility for more accidents. He admitted that he agrees with the U.S. 68 south-bound off-ramp proposal to Upper Valley Pike, but the other portion of the alternate will cause more problems than previously stated.

After consideration and discussion by the TCC the Acting Chairman, Bruce Smith requested that this recommendation be tabled until the consultant was able to review this study again and with consideration of the comments made to find a more desirable alternate that will meet the needs of all parties involved.

C. TIP Amendment – Resolution 2006 – F

1. CLA – Fairgrounds

Scott Schmid stated that the Clark County Fairground plans to build a new entrance to the Springfield Fairground and it will have six lanes. It will cost \$489,000 federal money.

Motion by Elmer Beard, second by Leo Shanayda to amend the FY 2006-FY 2009 Transportation Improvement Program and accept Resolution 2006 – F.

Vote: Motion approved unanimously.

D. ODOT Personnel

Randy Chevalley announced that Matt Parrill will be taking his job as Planning & Program Administrator and he will be attending the TCC meetings. Randy stated that his new position will be Production Administrator.

E. Other

Lamar Daniel mentioned that he is working on the Traffic Counts. He further offered that if any township, village or audition is interested please contact him. He stated that the staff is gathering data for a 2006 Traffic Count Map.

TRANSPORTATION UPDATE**A. Highway**

Leo Shanayda reported that the construction on the Bechtle Avenue Project will be finished next week.

Tim Gothard shared that he felt that the consultants and the staff should take another look at the S. R. 4/U.S. 40/U.S. 68/Upper Valley Pike Study. In agreement with Tim Gothard, Bob Yingst mentioned that he had 30 years of traffic analysis and he also felt that there should be another look at the Upper Valley Pike Study.

B. Transit

Bill George reported that Fixed Ridership increased 11% from March 2005 to March 2006. Paratransit Ridership decreased 3% from March 2005 to March 2006. The Dial-A-Ride increased 309% from March 2005 to March 2006.

C. Railroad

No report.

D. Trails

No report.

Adjournment

Motion by Elmer Beard, seconded by Leo Shanayda, to adjourn the TCC meeting

The TCC meeting adjourned at 1:50 p.m.

Sincerely,

Bruce Smith
Acting Chairman