

CLARK COUNTY-SPRINGFIELD
TRANSPORTATION COORDINATING COMMITTEE

TRANSPORTATION COORDINATING COMMITTEE
FRIDAY, FEBRUARY 11, 2011
10:30 A.M.
SPRINGVIEW GOVERNMENT CENTER
3130 EAST MAIN STREET
PLANNING CONFERENCE ROOM

Chairman
Robert A. Warren

Vice Chairmen
Kent Sherry
John Burr
Leo Shanayda

Members
Elmer Beard
Bob Bender
Nancy Brown
Dana Bumgardner
James Campbell
Joyce Chilton
John Detrick
Kathy Estep
Jay Flax
William George
Herbert Greer
David Hartley
Tim Hines
Kimberly Jones
Tom Junk
Toni Keller
Gene Kelly
Brad Lightle
Rick Lohnes
Jim Mann
Kevin O'Neill
Timothy Smith
Robert Suver
Alan Thompson
Clifford Vernon
Richard Zsambok

Transportation Director
Scott Schmid

AGENDA

- I. ROLL CALL**
- II. MINUTES** (Attached) **Action**
- III. FINANCIAL REPORTING**
- a. Budget Status & Cash on Hand Report (Attached) **Action**
 - b. Summary of Expenses (Attached) **Action**
 - c. Prior Approval Request (Attached) **Action**
 - i. 4 members to attend the Opportunities in Transportation Safety Conference in Dublin, Ohio on March 1, 2011
- IV. TRANSPORTATION PLANNING UPDATE**
- a. FY08-FY11 Transportation Improvement Program
 - i. Resolution 2011-C (Attached) **Action**
Upper Valley Pike Right of Way
 - b. FY12-FY15 TIP Draft (Enclosure) **Discussion**
 - c. WESTCO Year in Review (Attached) **Discussion**
 - d. FY11 PWP Progress report (Enclosure) **Action**
 - e. Springfield Downtown Streets Conversion Study (Attached) **Discussion**
 - f. Other
- V. TRANSPORTATION POLICY BOARD UPDATE**
- a. Highway
 - i. Federal Highway Administration, ODOT Central Office, ODOT District 7, Clark County ODOT Garage, County Engineer & City Engineer **Discussion**
 - b. Transit
 - i. City of Springfield & SCAT **Discussion**
 - c. Railroad
 - i. TCC Staff & WESTCO **Discussion**
 - d. Trails
 - i. National Trails Parks and Recreation District & TCC Staff **Discussion**
 - e. Officials and Others
 - i. Federal, State, County Commission, Cities (Springfield & New Carlisle), Villages, Townships and Others **Discussion**

CC-STCC CASH on HAND & BUDGET STATUS Reports - FY11

as of January 31, 2011

	<i>General</i>	<i>Restricted</i>	<i>TOTAL</i>
Beginning Balance	\$ 41,958.93	\$ 61,056.48	\$ 103,015.41
Total Expenses			\$ 46,050.18
Total Receipts			\$ 50,158.00
Ending Balance	\$ 46,168.63	\$ 60,954.60	\$ 107,123.23

<i>Work Elements</i>	<i>Total Budget</i>	<i>Balance</i>	<i>Percent Expended</i>	<i>Monthly Expense</i>	<i>YTD Expenses</i>
601.1 Short Range Planning	\$ 145,000.00	\$ 56,688.63	61%	\$ 13,319.43	\$ 88,311.37
601.2 Springfield City-Wide Signal Study (fy10)	\$ 97,984.62	\$ 1,127.48	99%		\$ 96,857.14
601.3 Land Use Planning Coordination	\$ 10,000.00	\$ 10,000.00	0%		\$ 0.00
601.4 Northridge Sub Study	\$ 52,194.00	\$ 52,194.00	0%		\$ 0.00
601.5 Lower Valley Pike Byway Marketing	\$ 6,000.00	\$ 0.00	100%		\$ 6,000.00
601.6 Safe Routes to School Program	\$ 4,000.00	\$ 4,000.00	0%		\$ 0.00
601.7 Spfld Streets Conversion Study (fy10)	\$ 60,000.00	\$ 8,305.44	86%		\$ 51,694.56
601.71 Spfld Streets Conversion Study	\$ 97,806.00	\$ 97,806.00	0%		\$ 0.00
602.1 Transportation Improvement Program	\$ 35,000.00	\$ 31,005.02	11%	\$ 3,477.09	\$ 3,994.98
602.11 Trans. Improvement Program (fy10)	\$ 25,000.00	\$ 40.84	100%		\$ 24,959.16
605.1 Surveillance	\$ 95,000.00	\$ 53,733.72	43%	\$ 3,831.18	\$ 41,266.28
610.1 Long Range Planning	\$ 12,000.00	\$ 7,364.53	39%		\$ 4,635.47
665.1 Air Pollution Advisory Program	\$ 72,227.05	\$ 61,623.00	15%		\$ 10,604.05
667.1 Rideshare Program	\$ 68,025.56	\$ 54,875.50	19%	\$ 966.54	\$ 13,150.06
674.1 Paratransit Planning	\$ 12,000.00	\$ 10,389.08	13%	\$ 644.38	\$ 1,610.92
674.2 FTA Transit Planning	\$ 74,000.00	\$ 41,601.93	44%	\$ 2,348.05	\$ 32,398.07
674.3 Consolidated Transit Planning	\$ 15,000.00	\$ 8,251.70	45%	\$ 1,853.73	\$ 6,748.30
682.1 OPWC Infrastructure Support Program	\$ 65,000.00	\$ 57,341.18	12%	\$ 220.89	\$ 7,658.82
682.2 WESTCO Rail Freight Administration	\$ 100,000.00	\$ 62,357.57	38%	\$ 6,078.82	\$ 37,642.43
682.3 Clean Ohio Support Program	\$ 13,848.99	\$ 13,520.87	2%		\$ 328.12
682.4 ONRA Coordination Services	\$ 8,249.98	\$ 1,989.19	76%	\$ 117.22	\$ 6,260.79
682.41 ONRA Marketing Project	\$ 63,666.04	\$ 30,282.78	52%	\$ 787.97	\$ 33,383.26
682.42 ONRA Signage Project	\$ 181,586.51	\$ 171,187.87	6%	\$ 145.63	\$ 10,398.64
682.43 ONRA Gateway Project	\$ 13,125.00	\$ 13,125.00	0%		\$ 0.00
682.5 SR794 (W. Blee Road) Plan	\$ 58,461.70	\$ 47,105.61	19%		\$ 11,356.09
697.1 Public Involvement	\$ 36,167.50	\$ 14,275.58	61%	\$ 908.40	\$ 21,891.92
	\$ 1,421,342.95	\$ 910,192.52	36%	\$34,699.33	\$511,150.43

TCC Chairman

Date

Summary of Expenditures
Area Transportation Trust Fund
January 2011

					ODOT		FTA	Springfield				CLEAN	ODOT	Local	
	Description	Pd By	TCC	CPG	CPG	SR794	5307	FTA5307	CMAQ	OPWC	WESTCO	OHIO	ONRA	ONRA	TOTAL
SALARIES															
Transportation Study	12/27/10 - 01/09/11	# 14	6,864.37	3,259.14	407.39	0.00	319.20	39.90	89.16	33.96	1,245.00	0.00	13.58	3.40	12,275.10
Transportation Study	01/10 - 01/23/10	# 15	4,487.72	4,712.78	589.10	0.00	547.20	68.40	356.64	67.92	1,394.40	0.00	40.75	10.19	12,275.10
			-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
			11,352.09	7,971.92	996.49	0.00	866.40	108.30	445.80	101.88	2,639.40	0.00	54.33	13.59	24,550.20
OFFICE SUPPLIES															
															0.00
OTHER EXPENSES															
PERS	Jan-11		3,437.03												3,437.03
CEBCO Medical Insurance	Jan-11		6,790.45												6,790.45
State Mutual	Jan-11		13.30												13.30
Superior Dental	Jan-11		127.54												127.54
Medicare	Jan-11		274.04												274.04
Job Ready Site Program	FY10 CAP refund	15147	217.35												217.35
Charles Harris & Assoc.	80% FY10 annual audit	15148	6,496.00												6,496.00
Unitech	Toner restocking fee	15149	41.86												41.86
DONet	Website hosting	15152	47.94	383.52	47.94						314.39				793.79
Louis Agresta	Mileage	15153											57.60	14.40	72.00
New Carlisle News	CAC meeting ad	15154	42.90	343.20	42.90										429.00
MH Corbin	Traffic counter repair	15155	145.26	1,162.08	145.26										1,452.60
Brian Mercer	UPS shipping	15156	51.06												51.06
City Springfield	Nov. phone service	15157	19.36												19.36
Cincinnati Bell	Nov. long distance	15158	12.84												12.84
Brian Mercer	Postage meter rental	15159	301.00												301.00
Louis Agresta	Mileage & postage	15160	6.48	51.84	6.48								19.14	4.78	88.72
Cincinnati Bell	Jan. office phone	15163	94.10												94.10
Holmes Printing	ONRA Travel Guides	15164											630.35	157.59	787.94
			18,118.51	1,940.64	242.58	0.00	0.00	0.00	0.00	0.00	314.39	0.00	707.09	176.77	21,499.98
TOTAL AMOUNT SUBMITTED			29,470.60	9,912.56	1,239.07	0.00	866.40	108.30	445.80	101.88	2,953.79	0.00	761.42	190.36	46,050.18
@	Includes indirect labor related costs to be distributed among all funding sources based on indirect costs rate.														
@@	Prior Approved.														

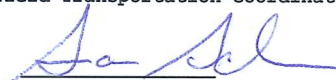
Approved February 11, 2011
Clark County - Springfield Transportation Coordinating Committee

Director

Summary of Expenditures
Area Transportation Trust Fund
December 2010

					ODOT		FTA	Springfield				CLEAN	ODOT	Local	
	Description	Pd By	TCC	CPG	CPG	SR794	5307	FTA5307	CMAQ	OPWC	WESTCO	OHIO	ONRA	ONRA	TOTAL
SALARIES															
Transportation Study	11/29 - 12/12/10	# 12	4,616.20	4,943.82	617.98	0.00	651.79	81.47	178.32	67.92	821.70	0.00	290.35	72.59	12,342.14
Transportation Study	12/13 - 12/26/10	# 13	7,426.60	2,361.65	295.21	0.00	496.94	62.12	237.76	0.00	1,344.60	0.00	154.18	38.54	12,417.60
			-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
			12,042.80	7,305.47	913.19	0.00	1,148.73	143.59	416.08	67.92	2,166.30	0.00	444.53	111.13	24,759.74
OFFICE SUPPLIES															
BEC	Color copier toner	15142	500.00												500.00
Garrigans	Misc. office supplies	15143	275.90												275.90
Garrigans	Toner cartridge	15146	71.99												71.99
OTHER EXPENSES															
PERS	Dec-10		5,187.46												5,187.46
CEBCO Medical Insurance	Dec-10		5,735.33												5,735.33
State Mutual	Dec-10		13.30												13.30
Superior Dental	Dec-10		127.54												127.54
Medicare	Dec-10		415.80												415.80
Clark County Engineer	Nov. 2010 SR794 work	14999				738.74									738.74
Bird Houk - OHM	St Conversion Study	15091	1,792.30	14,338.41	1,792.30										17,923.01
ProForma	Rideshare promo item	15103							469.27						469.27
Holmes Printing	ONRA Travelers Guide	15115											10,169.34	2,542.33	12,711.67
Louis Agresta	Nov. 2010 mileage	15138	5.76	46.08	5.76								34.56	8.64	100.80
City Springfield	Oct. 2010 fax line	15139	20.39												20.39
Cincinnati Bell	Dec. 2010 office phone	15140	94.10												94.10
Glen Massie	Dec. 2010 mileage	15141	8.30	66.44	8.30										83.04
Lamar Daniel	Dec. 2010 mileage	15144	6.24	49.92	6.24										62.40
Newman Traffic Signs	Rideshare Lot Signs	15145							923.10						923.10
			13,406.52	14,500.85	1,812.60	738.74	0.00	0.00	1,392.37	0.00	0.00	0.00	10,203.90	2,550.97	45,453.84
TOTAL AMOUNT SUBMITTED			25,949.32	21,806.32	2,725.79	738.74	1,148.73	143.59	1,808.45	67.92	2,166.30	0.00	10,648.43	2,662.10	70,213.58
@	Includes indirect labor related costs to be distributed among all funding sources based on indirect costs rate.														
@@	Prior Approved.														

Approved January 14, 2011
Clark County - Springfield Transportation Coordinating Committee


Director

ESTIMATE OF EXPENSES FOR:
OPPORTUNITIES IN TRANSPORTATION SAFETY
CONFERENCE

Scott Schmid, Transportation Director
 Juli Springer, Mark Miese, City of Springfield Staff
 Paul DeButy, Clark County Engineer's Department Staff

DATE/S:	March 1, 2011				
LOCATION:	Dublin, Ohio				
ACTIVITY FEE	\$65.00	X	4	\$260	
MILEAGE	\$0.48	X	152	\$73	
AIR TRAVEL	N/A			\$0	
Breakfast	\$0.00	X	0	\$0	
Lunch	\$0.00	X	0	\$0	
Dinner	\$0.00	X	0	\$0	
LODGING	\$0.00	X	0	\$0	
TAXI				\$0	
MISC.				\$0	
CONTINGENCY				<u>\$12</u>	
			TOTAL	\$345	

* Mileage is for one staff member from Clayton to Dublin and back (76 miles one-way)

** Mileage is for TCC staff only. Conference registration is for four individuals.

A motion was made by _____, seconded by _____, to approve an amount not to exceed **\$345** for one staff member, two city of Springfield staff members, and one Clark County Engineer's Department staff member to attend the The Opportunities in Transportation Safety Conference on 3/1/2011 in Dublin, OH.

RESOLUTION 2011 - C

OF THE CLARK COUNTY-SPRINGFIELD TRANSPORTATION COORDINATING COMMITTEE TO AMEND THE FY2008-FY2011 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Clark County-Springfield Transportation Coordinating Committee (TCC) is designated the metropolitan planning organization for area-wide transportation planning in Clark County by the Governor of the State of Ohio in accordance with the regulations of the United States Department of Transportation; and

WHEREAS, the TCC is responsible for maintaining the area's Transportation Improvement Program (TIP), in cooperation with local governments, transportation providers, and the Ohio Department of Transportation (ODOT); and

WHEREAS, Clark County has requested a funding modification for PID 78685, CLA-CR327-0.00, which is a project to widen the roadway and construct intersection improvements; and

WHEREAS, to increase funding for Right of Way to \$27,384.40 in FY2011 in 80%/20% STIP/Local Funding (\$21,907.52 from STIP and \$5,476.88 from Clark County); and

WHEREAS, the change in STIP Funding is fiscally constrained to the Transportation Improvement Program; and

WHEREAS, the project is consistent with the 2030 Transportation Plan; and

WHEREAS, the next scheduled update of the biennial Transportation Improvement Program is not until SFY2012.

BE IT THEREFORE RESOLVED:

That the members of the Clark County-Springfield Transportation Coordinating Committee approve the amendment to the FY2008-FY2011 Transportation Improvement Program as shown on the reverse side of this resolution.

Kent Sherry
Vice Chairman

February 11, 2011

Transportation Improvement Program SFY2008-2011
Amendment Resolution 2011-C

PID	County-Route-Section	Location & Termini	Project Description	Total Construction Cost (thousands)	Fund Source	Type of Funds	Phase of Work	Federal Share of Costs for Federal-aid Projects or Total Costs for Non-Federal Projects				Future Construction Year	At Quality	New Const./Add. Lanes	Resurface/Reconstruct	Bridge	A:grade RR Crossing	Miscellaneous	El Target Area	LPA Non-traditional	Responsible Agency	Sale Date				
								State Fiscal Year																		
								2008	2009	2010	2011															
78685	CLA-CR327-0.00	Upper Valley Pike from the RR Bridge to Shrine Road	Widen roadway and construct intersection safety improvements	2,802	F	HSIP	P		17												Clark County/ODOT Let	4/16/2011				
					F	S-STP	P		57																	
					F	M-STP	P	129	42																	
					O	L	P	32	25																	
					F	M-STP	R			196	22															
					O	L	R			50	5															
					F	HSIP	C					1,404														
					F	M-STP	C					1,169														
					O	L	C					229				X	A	X	X							

2010 IN REVIEW

OPERATIONS

- Carloads served by the Indiana & Ohio Railway Company (IORY) in 2010 were 7,591 compared to 4,742 for all of 2009. Traffic has increased over the prior year for the first time since 2006 on the WESTCO owned lines and is the second highest number of carloads in a year. The increase in carloads is due to a higher grain yield and a heightened use of fertilizer.

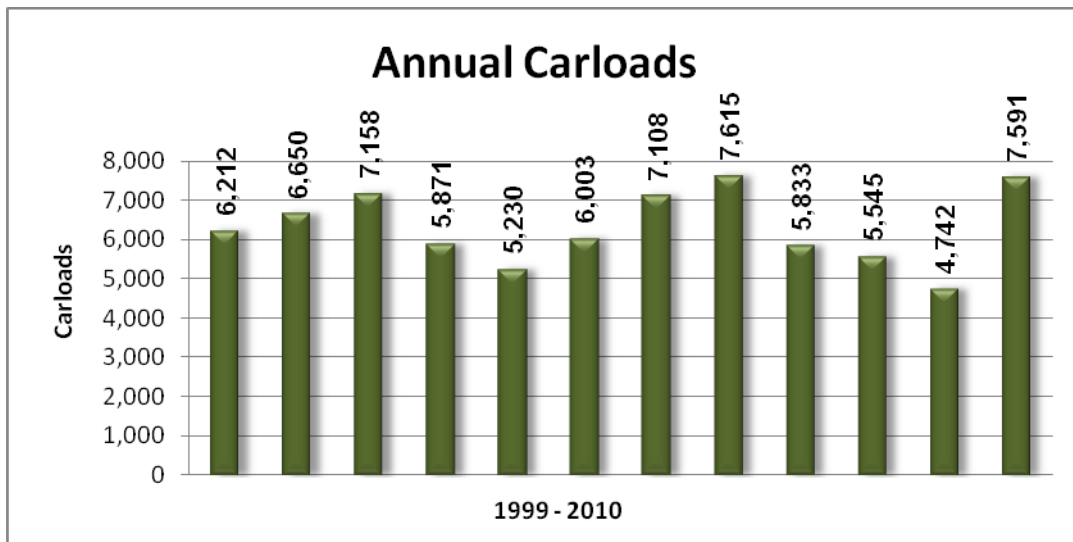
West Central Ohio Port Authority

Board of Directors

Gordon Conn
Gerald Damewood
John Detrick
Dr. Richard Henry
Betty Mowrey
Dale Ritenour
Alan Thompson

Secretary-Treasurer

Zachary Balassone



MARKETING

- Staff met with the Chamber of Commerce representatives from each of the five counties that WESTCO owns rail in to help publicize the valuable asset that WESTCO is to each community. Each representative was given the WESTCO Marketing Folder that includes a brochure, maps of WESTCO lines and IORY connectivity, the 2009-2011 Rail Development Plan and the Maintenance Fee chart. The marketing folder will be something that can be shown to potential developers to help bring jobs into the area.
- The West Central Ohio Port Authority website (www.westcopa.org) was maintained and updated in order to compile and contains all the necessary information for a potential shipper to learn more about the resource that WESTCO is in transportation.

- Bluegrass Farms of Ohio Inc. started construction on the intermodal facility that they received a \$7.5 million forgivable state loan to finance. The facility and rail connection is still under construction, but is expected to be completed in 2011.
- WESTCO implemented rate increases that were made effective January 1, 2010. Below is the new rate schedule (changes highlighted in orange indicate a decrease and changes highlighted in blue indicate an increase)

	Covered	Covered					Standard	Uni-Level
	Hopper	Hopper		Standard	Large		Flatcar	Auto
Commodity	263	286	Tank	Boxcar	Boxcar	Gondola	265K	Racks
Grains	\$58.00	\$69.00						
Salt	\$58.00	\$69.00		\$58.00				
Fertilizers	\$75.00	\$94.00	\$94.00					
All other	\$150.00	\$187.00	\$187.00	\$100.00	\$125.00	\$45.00	\$75.00	\$75.00
Alternate Schedule								
Grains	\$65.00	\$65.00						
Fertilizers	\$88.00	\$88.00	\$88.00					
All Other	\$175.00	\$175.00	\$175.00	\$175.00	\$175.00	\$175.00		

INFRASTRUCTURE MAINTENANCE

- The ARRA Track Rehabilitation project was completed in the spring of 2010. The project was funded by a federal grant for \$721,344 through the American Recovery and Reinvestment Act. A more detailed project description is enclosed at the end of this report.
- The ARRA Bridge Rehabilitation project was completed in the Fall of 2010. The project was funded by a federal grant for \$278,656 and a match from WESTCO in the amount of \$53,344. A more detailed project description is enclosed at the end of this report.
- WESTCO worked with HDR Engineering Inc., which handled the engineering and construction oversight for each project.
- WESTCO contributed \$23,200 for tie change-out and ballast dumping on the South Charleston Handy Track to correct an FRA violation.
- WESTCO coordinated with the IORY and a property owner to replace a culvert near Fayne that alleviated flooding issues on the adjacent property to the rail.
- Due to a tornado in the Fall, WESTCO spent \$29,619 to repair the crossing in Fayette County on Bloomingburg-New Holland Road.

- WESTCO contracted with Osmose Railroad Services Inc., to replace the crossties on Bridge 16.4 on the Mechanicsburg Line at a cost of \$16,468.

PLANNING

- Staff applied for additional resources through grants and loans throughout the year:
 - Through the Jobs for Main Street Act and the TIGER II Discretionary Funding, staff submitted two applications that would have extended the work done through the ARRA Track Rehabilitation Projects, but funding was not available for either project.
 - Staff submitted a project through the Ohio Rail Development Commission for the rehabilitation of the next 6 miles north of the ARRA Track Rehabilitation on the Urbana Line. The project will span from M.P. 118 to M.P. 124 (about from Tremont City Rd. – Clark County to State Route 55 – Champaign County). The project funding would be \$40,000 from WESTCO, \$240,000/\$250,000 ORDC Loan/Grant respectively. The project is still being considered for funding.
 - Staff also applied through the Transportation Improvement Program for safety funding that would upgrade three crossings in Clark County from “crossbucks” to gates and flashers with constant warning circuitry. The project was selected for funding in the amount of \$567,000 and will be constructed in 2014 at Mound Street, Willow Street and Columbus-Xenia Rd. in South Charleston. After completion of the project, every WESTCO owned crossing in Clark County will have gates and flashers except for the crossing at 1st Street which only has warning lights.

PROPERTY

- WESTCO made no property sales during 2010.
- Property leases and utility licenses were processed during the year.

ADMINISTRATION

- The WESTCO Board of Directors met ten times in 2010.
- Directors Dr. Richard Henry and Betty Mowrey were re-appointed to a new four year term ending September 1, 2012 by the Clark County and Champaign County Commissioners respectively.
- Directors Alan Thompson (At-Large Member) and Betty Mowrey (Champaign County) were elected as Chairman and Vice Chairman, respectively, for 2010.

- The Budget/Finance Committee met once in 2010 to create the FY11 budget that was approved by the board at the December meeting.
- Thea Walsh resigned from the Secretary-Treasury position in February 2010 and accepted a job with the Ohio Department of Development. Zachary Balassone was named the interim Secretary-Treasurer in her absence and was officially named the Secretary-Treasurer in December 2010.
- The audit was completed for 2009 by the Auditor of State. It is available for review on-line at <http://www.westcopa.org/audits.html> and <http://www.auditor.state.oh.us>.
- Administration services for the port authority are provided through a cooperative agreement among WESTCO, the Clark County-Springfield Transportation Coordinating Committee (TCC) and the Board of Commissioners of Clark County.

West Central Ohio Port Authority
Springview Government Center
3130 E. Main Street, Suite 2B
Springfield, OH 45505

Phone: (937) 521-2136
Fax: (937) 328-3940

E-mail: zbalassone@clarkcountyohio.gov
Website: www.westcopa.org

ARRA WESTCO Track Rehabilitation Project

Clark and Champaign Counties

The West Central Ohio Port Authority (WESTCO) rehabilitated approximately 6.8 miles of track in Clark County and replaced two crossings in the Village of Mechanicsburg in Champaign County through the American Recovery and Reinvestment Act of 2009. WESTCO applied for and received a grant in the amount of \$1 million.

Completion Dates

Design: 2009

Construction: 2010

Project Cost

\$721,344

Atlas Railroad Construction Co. was selected by WESTCO for the track rehabilitation project and was able to begin construction in November 2009 and complete most of the project before the end of the year. Due to the freezing and abundance of snow, the ballast could not be laid because it was frozen in the rail cars pushing back the close of the project until the middle of March 2010. The project has enabled the WESTCO track on both lines to maintain their Class II rating allowing the trains to travel at 25-40 miles per hour increasing both the efficiency and safety of the track.

On the Urbana Line, 5 miles of track were rehabilitated from Maitland to Glen Echo (M.P. 129.4 – M.P. 124) and included the removal and replacement of 5,000 ties, gauging of 400 feet of track, and ballast dumping and surfacing of the stretch of track.

On the Mechanicsburg Line, 1.8 miles of track were rehabilitated in Springfield from the Springfield Yard at Linden Street to Lagonda Avenue. The project replaced 2,000 ties, gauged 500 feet of track and included the dumping of ballast and resurfacing. In addition to the track work, two crossings were also reconstructed on State Route 4 intersections with the rail.



ARRA WESTCO Track Rehabilitation Project

Clark and Champaign Counties

The West Central Ohio Port Authority (WESTCO) rehabilitated 12 bridges, 11 on the Urbana Line and 1 on the Mechanicsburg Line through the American Recovery and Reinvestment Act of 2009. WESTCO applied for and received a grant in the amount of \$1 million of which, \$721,344 was spent on the track rehabilitation portion of the project.

Completion Dates

Design: 2009

Construction: 2010

Project Cost

\$332,000

Suburban Maintenance and Construction Incorporated was selected by WESTCO for the bridge rehabilitation project and was able to begin construction in May 2010 and complete the project in November 2010. Due to restrictions from the ODNR, several bridges could not be worked on during June due to the breeding patterns of the massasauga rattlesnake. The project addressed all of the bridges that were identified as Priority 2 concerns through our Bridge Inventory Study by Osmose and verified through HDR Engineering.

The project addressed several safety issues both for the rail transit and passenger/pedestrian transit below the bridge. On several of the bridges in Urbana, concrete repairs were necessary to prevent more concrete from potentially falling on passerbies under the bridge. The project also addressed several of the structural concerns of the timber bridges.

Springfield Downtown Streets Conversion Study

Did You Know...?

Did you know the existing transportation network has additional carrying capacity based on current traffic volumes?

Did you know the current level of service in the study area is rated as A or B, indicating the transportation network has additional capacity available to support future travel demand?

Did you know the walkability of the downtown is being improved?

Did you know a walk audit was performed evaluating the existing pedestrian network? The audit revealed that in the study area approximately sixty percent of the blocks were rated as needing improvement due to poor sidewalk conditions, poor crossings, undesirable/inconsistent signage, and other factors that would affect the overall walking experience. Some of the walkability issues are currently being addressed through new streetscape design standards and projects planned for construction.

Did you know according to local survey results conducted as part of this study that...?

- Approximately fifty-percent of community members surveyed indicated they would be more likely to visit downtown if there were less one-way streets.
- Approximately sixty-percent of community members surveyed indicated they do not believe one-way streets are more desirable.

“Once-a-year visitor and out-of-town guests tell me one-way streets are confusing.”
- Resident

Did you know this study is being funded through a planning grant?

This study is funded through the Clark County-Springfield TCC’s Federal Consolidated Planning Grant (CPG). CPG is the TCC’s core funding mechanism, which provides a majority of the organization’s operating income. CPG is funded through the Federal gasoline tax and is allocated to the state, which in turn allocates it to Ohio’s 17 metropolitan planning organizations. CPG requires a 20% non-Federal match, which for our area comes from ODOT (10%) and from local government and agencies in Clark County in the form of dues (10%).

Two-way streets are more intuitive for the driver looking for a business, but one-way streets are more intuitive for the driver passing through.
- Resident

Did you know this study is part of a comprehensive approach being taken to improve Downtown Springfield?

The conversion of one-way streets is most often accompanied by other initiatives designed to attract additional downtown development or redevelopment. It is important to note that the potential of converting the street network from one-way to two-way will not by itself guarantee an immediate resurgence of growth and activity downtown, but rather should be considered an important piece of the overall redevelopment strategy. Most communities have included one-way to two-way conversions as a part of a greater vision or plan for their downtown, such as streetscape improvements, beautification measures, traffic-calming measures, improved design and other downtown improvements that could technically be implemented without converting one-way couplets to two-way streets.

Springfield is currently undertaking some revitalization projects. There are currently efforts to design and build a new downtown/urban park extending from Heritage Center to Buck Creek. The city is also in the process of implementing a streetscape plan to improve the sidewalks, and integrate new street trees and pedestrian elements such as benches and pedestrian lighting.

Did You Know A Number of Street Conversion Studies Have Documented the Impacts of Converting One-way to Two-way Streets?

Direction of Travel and Trip Duration

One of the primary disadvantages of one-way streets is they can create additional turning movements at intersections, and can increase total vehicle miles traveled because drivers are prevented from taking a direct path to their preferred destination. These additional turning movements create a number of issues including increasing the chance of a vehicular-pedestrian conflict, and results in an increase in vehicle miles due to recirculating traffic.

Access

By requiring less out-of-direction travel and fewer turning movements, a two-way street network is better for short trips to local establishments than a one-way street network.

Vehicle Safety

There are generally two schools of thought when it comes to one-way streets and vehicle safety. The first theory is that with fewer conflict points, one-way streets are safer than comparable two-way corridors. The second theory says that the higher speeds on one-way couplets lead to a

A one-way system usually yields approximately 120 to 160% of the turning movements of a comparable two-way system, and the travel distance between portal and destination is usually 20 to 50% greater on a one-way system.

- Study published by the Transportation Research Board

Post two-way conversion corridors in Lubbock, Texas experienced a 10% increase in traffic accidents while traffic volumes remained unchanged. In the city of Edmonton, Alberta, post-conversion vehicle crashes decreased by 4%. A one-way system usually yields approximately 120 to 160% of the turning movements of a comparable two-way system, and the travel distance between portal and destination is usually 20 to 50% greater on a one-way system

- Lubbock Texas Case Study

higher severity of accidents. Considering these theories together, the following conclusion can be drawn: two-way streets may experience more numerous accidents, but they will be less severe because average speeds tend to be lower.

Pedestrian Safety

The traditional school of thought has always been that one-way streets are safer and more comfortable for pedestrians to cross than two-way streets. This is due to the perception that crossing a single direction of traffic on a one-way street is preferable to crossing a two-way street. This is not always the case. There are only two possible scenarios pedestrians can encounter in crossing a two-way street. Regardless of the direction they are crossing from, they will never encounter more than these scenarios. Further, these two scenarios or sequences are essentially the mirror image of each other. By contrast with one-way streets there are 16 different conflict scenarios that pedestrians can encounter, depending upon the pedestrian direction of travel.

Bicycle Safety

The higher vehicle speeds usually associated with one-way streets can reduce the sense of comfort for bicyclists, as well as reducing the safety of making left-hand turns (left hand turns may require multi-lane changes). Two-way streets tend to have slower operating speeds and thus are generally safer and more appropriate for a bicyclist to ride within the roadway lane. Slower operating speeds also allow more time for decision making between bicyclists and motorized vehicles. Additionally, all the benefits of two-way operations that apply to motor vehicles also apply to bicyclists, including more direct access, fewer turning movements, and fewer vehicle miles traveled.

Police and EMS Safety

The direction of streets affects police and EMS levels of service. For fire and/or other emergency vehicles two-way streets improve response times and access as their approach is not limited to a single direction. In a two-way flow situation, emergency vehicles usually have the opportunity to use the counter-flow lanes to drive around vehicles stopped at a red light. However with any vehicle, this directness of access is at partially offset by slower average travel speeds and increased conflicts at intersections.

“emergency vehicles may be blocked by cars in all lanes at intersections waiting for signals to change.”

- The Federal Highway Administration

Economic Vitality

Recently there has been a movement to convert one-way to two-way streets to support economic development strategies. A survey of other cities that have undertaken conversions shows that in most cases the result increased economic activity. The case studies below are a few examples of where there were positive economic impacts associated with street conversions:

- *West Palm Beach, Florida* (pop: 85,000) reported a dramatic increase in new retail shops, restaurants, and residential use. They attribute the change to exchanging mobility (i.e., vehicle speed) with access brought about by the two-way circulation as well as livability through streetscape design. Property values did increase as well.

- *Toledo, Ohio* (pop: 323,000) reported that long time vacant buildings are now being occupied or sold to developers for new shops and restaurants.
- *Lafayette, Indiana* (pop: 50,000) were very concerned about the loss of traffic at first but found that business traffic actually picked up after the conversion. Some parking was lost to install left-turn lanes. The cities Economic Development Officer reports that “no one would want to go back to one-way traffic....”
- *Charleston, South Carolina* (pop: 95,000) experienced a dramatic increase in new retail and service businesses in the area.
- *Lubbock, Texas* (pop: 200,000) reports that the City has not received any unfavorable comments and the general consensus is that the conversion has been beneficial to the central business district which is experiencing growth after several years of decline.

Business Visibility

One-way streets have a negative impact on storefront visibility. This has consequences for businesses, especially local businesses that are not a destination, and depend on exposure. On a two-way street as a vehicle stops at or enters an intersection the driver has excellent visibility of the storefronts on the far side of the cross street. On one-way street networks, some storefront exposure is lost when one direction of travel is removed, causing one side of every cross street to be partially “out of sight”.