

Appendix J

*Public Participation- Comments and Responses
Admendment March 2023*

**Comments from the 2040 Transportation Plan and Fiscal Year 2020-2024
Transportation Improvement Program Amendment comment period.
August 14, 2019 – August 28, 2019**

Comment

I read the legal notice in the *Journal-Gazette* on 14 August. I went to the indicated web-site but could not find the project locations listed in the legal notice. Can you please provide the correct link so I can look at those specific items (hopefully with maps?) I see that the public comment period ends on 28 August, and am surprised that no longer notice (nor more prominent, such as a news article) is provided. Modification of intersections through which many citizens often travel is a matter of no small importance.

In a related matter, does your agency have any input regarding asking INDOT (and the City and/or County) to add "flashing yellow arrows" to many more signalized intersections? They are such a good idea and should be at many more intersections in and around Fort Wayne. Sitting at lights with "turn on green arrow only" when no one is coming is not only a waste of time and fuel, but also adds to various forms of pollution.

Response

The information on the projects and their locations are provided on the NIRCC Website. The link listed in the Public Notice is corrects: <http://www.nircc.com/>

The information available at this time is on the Home Page under "Current News." The project locations are at existing intersections or interchanges, and the full scope and design of any improvements have not been determined. The current action to include the interchange and intersection locations into the 2040 Transportation Plan and Fiscal Years 2020-2024 Transportation Improvement Program that will permit the preliminary engineering, environmental review and design work to begin. This is the earliest action to initiate project development. INDOT has assured NIRCC that as the projects are engineered and designed, there will be opportunities for public involvement and input. Maps are not provided since the locations are easily identified on Google Maps or other web mapping services, but maps can be added to the information provided on NIRCC's Website. Please let me know if you have any questions or comments on these locations.

NIRCC does collaborate with traffic engineers for INDOT, Fort Wayne, New Haven and Allen County on locations for traffic control including appropriate signal phasing for both protective (green arrow) and permissive (flashing yellow) left turns. A number of criteria including, but not limited to posted speed, number of lanes, site restrictions, traffic volumes and crash history are considered and evaluated to determine the appropriate signal phasing at intersections. If there are intersections that you believe would be good candidates for the "flashing yellow arrows," please provide a list and the intersections will be evaluated.

Follow-up Comment

With regard to the turn signals, I will try to make a list of places I see where they would clearly help minimize traffic delays. I do not personally think there should be any hard and fast "rules" about places NOT to have the flashing yellow arrows. The number of lanes should not matter much. Visibility would be more important. One which immediately comes to mind, however, is

West Jefferson at Freeman/Lindenwood. It is an "offset" intersection, but for drivers on Jefferson (either direction) there is no visibility issue when they would have a flashing yellow arrow, as that would certainly NOT be when either Lindenwood or Freeman had a green signal of any kind. Perhaps the side streets there would not get the flashing yellow arrows because they are not aligned normally, but that should not hinder their use on Jefferson. Another (this one would be INDOT) is Hadley Road at Illinois Road. I am not sure two lanes could not turn left with a flashing yellow arrow, but even if that is deemed not safe, the eastbound vehicles turning north on Hadley should have the flashing yellow available to them. Any time a vehicle can proceed during one cycle of a light, can be a time when numerous vehicles do not have to wait for that one vehicle to "get its green arrow" on the next cycle. Moving traffic should be the #1 concern.

With regard to the legal notice, please advise whether this is correct: The notice is only because INDOT wishes to add the listed intersections as ones they may wish to change during the cited period of time, and they do not as of yet have any specific recommendations or plans regarding how they would change any of those intersections. Further, I assume that when such plans are drawn up, we will be notified and given opportunity to see and comment upon them. Also, is it possible to be placed on an e-mailing list for such notices?

I do know where the intersections are. One of my concerns when I see Flaugh Road and US 30 listed would be whether any improvement would ONLY facilitate traffic to Sweetwater's new building(s) and NOT to further encourage truck traffic south of California Road on Flaugh. (Some truckers already -- I believe illegally -- use Flaugh, Bass, and even Yellow River Roads to reach the industrial area on North Hadley Road, when they should ONLY and always be coming and going from State Road 14.)

Follow-up Response

Traffic engineering is one of the few engineering disciplines that is reliant on human interpretation that hopefully evokes a predictable and appropriate behavior to achieve success and maximize system efficiency. Because we have diverse interpretive skills and biases, we must design our intersections and highways to provide safe passage for a reasonable spectrum of acceptable interpretations and corresponding behavior that also accommodates varying levels of driver related skills. To promote the desired behavior, consistent design and traffic control that provides motorists with logical direct and subtle queues compels us to engage standards, warrants and rules that provide a predictable environment that sends a consistent message. When evaluating locations for permissive left turns, while visibility may be more important, the number of lanes which directly correlates with road width, has a role in determining where permissive turns are permitted. Drivers have varying abilities to evaluate the speed of oncoming traffic, measure adequate gaps and assess the potential risk. They also have different definitions of acceptable risks, which may or may not be reflective of their driving skills. The more lanes a motorist must cross complicates the decision making process and associated risks. The preferred design is that opposing left turn lanes have positive offsets, especially if permissive left turns are permitted. Neutral offsets are less desirable and negative offsets are not desirable for permissive lefts. NIRCC, through its committees can evaluate the intersections of Jefferson Boulevard and Lindenwood Avenue/Freeman Street and Hadley Road and Illinois Road. Moving traffic is important, but safety is our number one concern.

The proposed amendments to the 2040 Transportation Plan and Fiscal Year 2020-2024 Transportation Improvement Program as presented in the Public Notice will allow INDOT to begin evaluating the locations and identify a preferred alternative. They will present their preferred alternative at a public meeting and you will have the opportunity to see and comment. You can sign-up for news alerts and meeting notices from INDOT at alerts.indot.in.gov NIRCC uses a mailing list of all known Neighborhood Association Presidents for meeting notifications, as the President of Abbey Place Community Association I have verified that you are on our email distribution list.

There are several things that will be taken into consideration as the locations on US 30 are evaluated. The primary goal is to improve the safety and traffic flow along the corridor. Traffic movements will likely be restricted at the Kroemer Road Intersection. The Interchange at Flaugh Road is intended to provide safer access for any traffic diverted due to modifications at Kroemer Road, and provide a safe access to and from US 30 from Flaugh Road without a need to signalize the intersection. The improvement is not intended to provide improved access to the businesses on North Hadley Road.

**Comments from the 2040 Transportation Plan and Fiscal Year 2022-2026
Transportation Improvement Program Amendment comment period.
February 1, 2023 – February 20, 2023**

Comment

For those of us on the southwest side of Fort Wayne who travel on 30 westbound to Columbia City and Warsaw regularly, the objective of getting on 30 westbound is to AVOID the entrance to 30 from the Coliseum Blvd/30 interchange area with I-69 if at possible. The preferred route is Hillegas north to Leesburg Rd, westbound, then north on Kroemer (roundabout there would be great) to the intersection at 30. There is a traffic light there which makes turning onto westbound 30 much safer. So we avoid turning left onto 30 from ANY of the intersections west of Kroemer, as there are NO stoplights there. Eliminating left turns onto 30 from northbound Kromer will make getting onto Westbound 30 that much MORE dangerous. The alternative is taking Bass road (currently closed for another project!) west all the way to County Line road, then north to 30, where there is a traffic signal. Not an attractive option. Or take Hillegas north all the way to Washington Center Rd, west on Washington Center to Goshen Rd/33, then south to the 30 entrance ramp, which adds a couple miles and MORE traffic to the trip. I'm sure that Sweetwater employees who live north of 30 will also object to closing the crossing at 30. But I don't work there! Good luck, I suspect this plan is getting a lot of flak!

Comment

To whom it may concern,

First, I would like to introduce myself. I am Deborah Beyhan, age 71, and my husband is Rickey Beyhan, age 73. We live at 4218 Kroemer Road. We built our home here in 1972. When we moved here, there was no former North American complex, no Sweetwater, no 4-way stop, no traffic light at US 30, and my road was gravel. There have been changes in the 50 years we have lived here, but it is home. We know that this is something that happens as an area changes, a city expands, and traffic increases. But on December 16th just a day after your last meeting at

Sweetwater, I was coming home from work and pulled in my drive to see a gentleman digging holes in the middle of my front yard. As I got out of my car, he saw me and came over to tell me what he was doing and that he had talked to my husband. He was very polite and explained that he was digging holes looking for artifacts. My front yard is 300 feet from the crossroad of Kroemer Road and California Road. We have attended every meeting that has been at Sweetwater involving the US 30 improvements. We figured that possibly the four-way stop would need some changes. So the proposed roundabout that we saw at the last meeting did not surprise us because it seems like they are putting them everywhere. I do not understand why my front yard 300 feet from the intersection would be involved in the roundabout. I hope that as you decide what to do for improvements, that you think about the people that live close by and keep them in consideration of your plans.

Comment

I am sending you this email as my public comment against the proposed US 30 changes at Flaugh and Kroemer Road. I am a major owner/investor in the over \$200,000,000 that local investors have made at the Kroemer Road intersection. Between Sweetwater Sound and my investments we have attracted over 3,000 jobs at this intersection and have plans for future investments that will result in a potential additional 1,000 people being employed. From the very beginning of the public disclosure of this project INDOT and the US 30 coalition have proceeded with developing a plan that ignores or gives little weight to the enormous negative economic and safety impact concerns that have been raised. Instead their focus appears to be on satisfying a commitment to AMAZON to provide a new interchange at Flaugh Road without regard to the complete disruption of existing traffic patterns and the future safety and access issue that will be created. In public comment and presentation events there have been many false and misleading statements and information given to the general public and effected parties. Effected parties and public officials have been pressured and in some cases bullied for not fully endorsing INDOTS preconceived ideas and plans. The resulting rerouting of this tremendous vehicular and tractor trailer traffic and the effects it will have on the existing infrastructure and safety issues , including redirecting past an existing elementary school, have not even been fully studied or resolved. As of this morning Commissioner Peters informed me that to his knowledge nothing has been agreed to as to who would be responsible for these changes or who would pay for them. INDOT has also failed to respond to the issues of improving the current 4 way light at Kroemer Road to improve safety and more importantly have not studied the effects of safety by having these right in right out interchanges in such close proximity to the proposed Flaugh Road interchange and the 33 interchange. Common sense tells you that the tremendous amount of lane changes necessitated by this amount of traffic in a short space will probably exceed any potential safety improvements over the existing 4 way at Kroemer Road. In summary I believe that INDOT and the US 30 Coalition have engaged in a scorched earth policy of getting this portion of the project pulled out of the balance of the corridor overall project in order to circumvent a complete and independent review of the resulting effects. I truly believe that the current proposal will result in a traffic flow that will be detrimental to existing businesses and residents while creating a less safe traffic pattern. It is not necessary to close or replace the existing 4 way light at Kroemer Road to achieve a more efficient safer US corridor from Valparaiso to US 69. Not one of the projected extra vehicles in the coming years would decline to use this corridor for an average 25 second additional travel time. Please make sure to include these comments in the public comment section for this project.

Comment

I am against a right turn only access to US 31 and Kroemer Road. This intersection is much too close to the city to warrant such a change. I regularly turn left at this intersection from Kroemer Road to go East on US 30. Many residents of my subdivision work at Sweetwater and their access to their employer would be made much longer.

Comment

We live off Flaugh Rd and my wife and I travel across US30 on Kroemer every day to and from work . This proposed changed is a bad idea in our eyes . You adding the light at Flaugh and 30 should lessen some of the traffic at 30 and Kroemer . Using Flaugh across to Washington Ctr is going to create even more wrecks and headaches. We believe your proposal should be taken off the table till you see what adding the additional light does for traffic.