



# Transportation Times

## Adams-Allen-DeKalb-Wells

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### BIG DATA

The Northeastern Indiana Regional Coordinating Council (NIRCC) has made important investments in big data to better understand the movements of both people and freight into, out of, through, and within Northeastern Indiana. Passively collected big data on trip origins and destinations presents a valuable and powerful new source of data for travel modeling and forecasting. Passive origin-destination (OD) data includes information from observations of millions of individual trips that can be joined for travel modeling and forecasting and simply understanding travel patterns in a region like Northeast Indiana. Moreover, passive data collection can provide OD data more cost effectively than traditional household travel surveys. However, the new data is not without its limitations; one key limitation being that passive OD data is typically aggregated (to protect privacy concerns and for data manageability) and anonymous (not including any traveler characteristics). Another important limitation is that passively collected data does not constitute a random sample and is not generally representative unless it is carefully expanded to correct for systematic biases.

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While it will never be a full replacement for survey data, because passive data is by its nature anonymous and thus lacking in travelers' characteristics and purposes which are important for many types of forecasting (such as mode choice), passive OD data compliments traditional survey data extremely well,  
**(Continued on page 7)**

# U

## Urban Transportation Advisory Board

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*New Haven*

**William Hartman**  
*Allen County Highway Director*

**Jay Mitchell**  
*INDOT (Non-voting members)*

# T

# A

# B

**Joyce Newland**  
*Federal Highway Administration (Non-voting member)*

## Community Development Updates



**D**id you know that NIRCC is available to assist communities within Adams, Allen, DeKalb, and Wells Counties with community and economic development activities? We can assist communities with projects receiving funding through a myriad of sources such as grants and loans from the Indiana Office of Community and Rural Affairs (OCRA), the State Revolving Fund (SRF), the Department of Natural Resources (DNR), the Indiana Department of Environmental Management (IDEM), United States Department of Agriculture (USDA), and other State, Federal, and private programs. The NIRCC community development team has the capabilities to assist with project development and to provide grant writing, grant administration, and labor standards administration services. Information regarding available funding opportunities and the community development services provided by the NIRCC community development team is available by contacting Matt Vondran at [Matt.Vondran@co.allen.in.us](mailto:Matt.Vondran@co.allen.in.us), Kristine Christlieb at [Kristine.Christlieb@co.allen.in.us](mailto:Kristine.Christlieb@co.allen.in.us), Kyle Quandt at [kyle.quandt@co.allen.in.us](mailto:kyle.quandt@co.allen.in.us), or calling (260) 449-7309.

### Current/Completed Projects

#### Great Lakes Restoration Initiative Grant

On September 1, 2017 the Northeastern Indiana Regional Coordinating Council (NIRCC) was awarded \$367,438 in Great Lakes Restoration Initiative (GLRI) Funds from the US Environmental Protection Agency (EPA) to implement the *Maumee River Basin: Urban Pollution Management and Education Program* to improve water quality. With an urban focus, the improvements funded through this project will be concentrated in Fort Wayne.

With one year of this three year grant under our belt, we are thrilled with the successes of the program so far, including:

- 850.5 volunteer hours donated by the community to remove trash and invasive species, particularly exotic Honeysuckle, along the St. Marys River at Bloomingdale and Guldlin Parks.
- 208 volunteer hours donated by professional educators presenting

information about water quality and storm water runoff to the community and key decision makers, as well as leading invasive plant removal activities.

- 1,011 people reached during water quality education and outreach events.
- Significant progress with on the ground green infrastructure projects funded through the GLRI grant including:
  - Installation of pervious pavers at a Greenways trail head is fully designed and expected to be installed by August, 2020.
  - Design and installation of four bioretention practices along the greenways is expected to be completed in fall 2019.
  - Construction to begin on Little Creek bioswale in Promenade Park to begin this fall and be completed in Spring, 2019
  - Permitting process for habitat and streambank restoration on Spy Run Creek is almost completed and construction is expected to be completed in summer, 2019.
  - Streambank stabilization in Bloomingdale Park is fully designed and expected to be complete in May, 2019.
- Tri-State Watershed Alliance being contracted to complete the remainder of the education and outreach program as part of this project. Their contract began on Sept 12, 2018 and will run through August 31, 2020.

After implementation of the green infrastructure projects being installed as part of the *Maumee River Basin: Urban Pollution Management and Education Program*, it is expected that nearly 500,000 gallons of polluted storm water will be captured prior to it entering our rivers. However, this number could be even greater as the public becomes more aware of water quality issues and the impact they have on water quality through the continued education and outreach efforts of the program. If you are interested in learning more about this GLRI funded project contact Kyle Quandt at [kyle.quandt@co.allen.in.us](mailto:kyle.quandt@co.allen.in.us).

### **Area Parks Getting a New Look**

Land and Water Conservation Fund (LWCF) grants administered by the Indiana Department of Natural Resources (IDNR) are becoming a popular resource for park development in Northeast Indiana. The

Northeastern Indiana Regional Coordinating Council (NIRCC) has recently assisted the City of Decatur and the Town of Monroeville in obtaining LWCF grants, and currently is working with the Town of Ossian on an application submission. LWCF grant funds are earmarked for development of outdoor recreation facilities that are open to the public, and it provides a 1:1 match requirement for project development and construction. Park Boards can request up to \$200,000 for park improvements and land donations can be used as the local match for the program. However, communities must have a current five-year master park plan on file with IDNR to be eligible for funds. NIRCC staff assists area communities and park boards with completing five-year master park plans, as well as project design, federal and state compliance for land acquisition, environmental reviews, writing grant applications, and administering funded projects. LWCF funds can be used for a variety of park-related improvements, which also includes the acquisition of land used for recreation. A few recent examples are listed below.

Starting in 2015, NIRCC assisted the City of Decatur and the Decatur Parks and Recreation Board with acquiring an LWCF grant to develop the St. Mary's Nature Preserve adjacent to downtown Decatur. Both the IDNR and the National Park Service approved the project in the summer of 2016, and construction was completed throughout spring/summer of 2017. The park opened to the public in the fall of 2017. Improvements to the park consisted of land acquisition (primar-



ily by donation), construction of over 0.5 mile of new trail, a new observation and fishing deck at the pond, enhancements and preservation of the wetland area,



ADA accessible parking, a trailhead, and the installation of benches along the trail. The newly constructed trail connects to the existing river greenway, thus



making a combined total of 4.5 miles of hard surface trails in Decatur.

Then in 2017, NIRCC worked with the Town of Monroeville and the Monroeville Park Board in acquiring an LWCF grant to complete improvements at the Monroeville Community Park. The project received final approval from both the IDNR and the National Park Service in March 2018. The Town anticipates construction in spring 2019, with improvements completed and opened to the public for the 2020 park season. Park improvements will include over 0.5 mile of new asphalt trail with benches along the trail, a new accessible playground, a splash pad, a new support building with restrooms and future concession area, an

observation and fishing deck at the pond, preservation and enhancement to the area around the pond, parking improvements with new ADA accessible parking spaces, and installation of benches along the trail.

Currently, NIRCC staff is assisting the Town of Ossian and the Ossian Parks and Recreation Board with a LWCF grant application to complete improvements at Ossian's Archbold Wilson Memorial Park. The proposed project will acquire 28 acres of land (by donation), construct a new amphitheater/pavilion, install utilities within the park, expand a parking area, install a giant outdoor chess and checkers game, create a prairie grass nature area, and add new benches and picnic tables. Ossian submitted an application in June 2018 and is anticipating an award notice before the end of the year. If awarded, construction could begin as early as summer 2019. In addition, NIRCC staff is also working with the Towns and Park Boards of Grabill and Waterloo to complete five-year master park plans which will allow the opportunity to apply for LWCF funds in the future.

Additional information on the LWCF program can be found at <https://secure.in.gov/dnr/outdoor/4071.htm>. If you have a park related project that you would like to discuss with NIRCC staff, please let us know.

### **Town of Poneto**

NIRCC staff recently assisted the Town of Poneto with a grant application for \$600,000 in Community Development Block Grant (CDBG) Wastewater/Drinking Water (WDW) program funds from the Indiana Office of Rural and Community Affairs (IOCRA) to assist with necessary upgrades to its existing wastewater treatment plant. This project will upgrade the existing treatment plant to be in compliance with current standards and meet requirements from the Indiana Office of Environmental Management (IDEM). Improvements will include the installation of a new ammonia-nitrogen removal system with new piping, clarifier, sludge holding tank, decant wet well, and controls to meet new effluent limits and improve hydraulic capacity of the Town's existing wastewater treatment plant. To determine eligibility requirements of 51% low-and moderate income (LMI), NIRCC collaborated efforts with University Research Consultants (URC) and the Town to conduct a 2017-18 income survey. The survey

confirmed that 68.2% of sewer customers are LMI, with 99 households and 247 persons benefiting from the proposed improvements.

An application was submitted in July and IOCRA released the award announcement in August 2018. Construction of the improvements at the Poneto wastewater treatment plant is scheduled to begin in early March 2019 with the substantial completion of the project estimated by November 2019. The cost of the project is approximately \$1.2 million, with the Town providing an estimated \$670,000 in local match from a State Revolving Loan (SRF) loan. NIRCC will provide grant and labor standards administration for this project throughout the construction and final closeout of the grant.

## Transit Planning Activities

NIRCC has an integral role in the transit planning activities that occur within Allen County. NIRCC has a working relationship with most of the areas transit providers. These providers, along with representatives from local government, social service agencies, and consumers, serve on committees overseen by NIRCC that focus on transit related activities within Allen County.

There are two committees that deal with transit related activities in Allen County, the Transit Planning Committee (TPC) and the Transportation Advisory Committee (TAC). The TPC meets monthly and the TAC meets quarterly. The TPC was established in 1993 as a working committee of the Urban Transportation Advisory Board (UTAB). The main focus of the TPC is to assist in coordinating and facilitating local public transit and para-transit services. The TAC serves as a sub-committee of the TPC focusing mainly on the local transportation issues faced by persons with disabilities and low income individuals. The TPC has been integral in projects such as the Coordinating Development and Transportation Services Guide, the Citilink Transit Development Plan and updates, and the Coordinated Public Transit-Human Services Transportation Plan for Allen County. TPC also takes the lead role in the facilitation and evaluation of the local Section 5310

Enhanced Mobility of Seniors and Individuals with Disabilities Operational Funding Program. The TAC takes the lead role in the facilitation and evaluation of the local Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Capital Funding Program and is responsible for maintaining the local Transportation Resource Guide. Additional information regarding NIRCC's transit planning activities can be obtained by contacting Matt Vondran at 260-449-7903 or [matt.vondran@co.allen.in.us](mailto:matt.vondran@co.allen.in.us).

In the past year, transit planning activities completed by NIRCC staff have included the facilitation of the Section 5310 Local Capital and Operational Funding programs and providing assistance to Citilink to complete new Comprehensive Operations Analysis (COA) and Transit Development Plan (TDP). A summary of each of these activities is provided below.

### **Federal Transit Administration's Section 5310 Program**

The Federal Transit Administration's (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program provides capital and operating funding to support the provision of transportation services to meet the specific needs of seniors and individuals with disabilities. Transportation providers within the Fort Wayne Allen County Urbanized Area serving the senior and disabled populations utilize Section 5310 funding to purchase vehicles and operate services. The current Federal legislation which authorizes funding for transportation is Fixing America's Surface Transportation Act, known as the FAST Act. The FAST Act requires the establishment of a locally developed, coordinated public transit-human services transportation plan for the Section 5310 program. NIRCC has developed a Coordinated Public Transit-Human Services Transportation Plan for Allen County (available at [www.nircc.com](http://www.nircc.com)). All projects selected for funding from this FTA program must be derived from this coordinated plan and be competitively selected.

NIRCC, in coordination with Citilink (designated recipient of the Section 5310 funds for the Fort Wayne Allen County Urbanized Area), has established an application process to select projects to receive capital and operational funding from the Section 5310 Pro-

gram. Capital and Operational funding rounds are held separately. A Section 5310 Capital funding round is held on an annual basis. While the Section 5310 Operational funding round is held on a semi-annual basis. Any project(s) selected for funding requires the responsible agency / party to enter into a contractual agreement with Citilink (designated recipient).

The annual Section 5310 Capital program awards vehicles to area non-profit agencies providing transportation to seniors and individuals with disabilities. A call for projects was issued in February 2018 with awards announced in June 2018. The capital program provides 80% of the total vehicle cost, requiring a 20% local match from the applicant. The 2018 capital funding round awarded approximately \$176,000 in Section 5310 Capital funding to the Community Transportation Network to purchase a total of 4 vehicles. All of the awarded vehicles were lift equipped and had wheelchair tie-downs.

The semi-annual Section 5310 Operational program provides operating support for eligible two (2) year (24 month) operating projects targeted toward meeting the transportation needs of seniors and individuals with disabilities. A call for projects was issued in July 2018 with awards announced in November 2018. The operational program provides 50% of the total project cost, requiring a 50% local match from the applicant. The 2018 operational funding round awarded up to \$192,000 (dependent upon 2019 FTA allocation) in Section 5310 Operational funding to the Community Transportation Network to provide additional medical transportation and work related trips for seniors and individuals with disabilities initiating in 2019 and running through 2020.

### **Citilink Comprehensive Operations Analysis and Transit Development Plan**

Every five to ten years, Citilink completes a process of updating the Transit Development Plan (TDP). The purpose of the plan is to assess the state of the current system, review where future development is expected to occur, and identify service changes to enhance the choices people have in getting to/from work, school, shopping, medical appointments or simply visiting family and friends. This time around, Citilink will also be completing a Comprehensive Operational Analysis

(COA) as the data collection and analysis component of the TDP. The COA will provide Citilink with a more in depth analysis of current service and future needs compared to the analysis typically included within a TDP.

Between now and 2040, there is the expectation population will increase by 67,800 people and 41,000 new jobs will be added to Allen County. For transit to be a viable option to support growth, coordinated efforts between where new development is located, and current service areas is critical. One of the primary purposes of the COA/TDP is to provide a forum for these coordination discussions.

The process of conducting the COA/TDP is divided into four primary steps:

- **Evaluate Current Service** – Which includes both the fixed route services and paratransit (Access). The product of this step will be a description of how well the system performs relative to other similar systems and industry guidelines.
- **Assessment of Current Services to Meet Local Needs** – Through surveys and review of where routes run relative to customers' needs, a picture of how well needs are being supported will be developed.
- **Service Plan Alternatives** – Where change is needed, the plan development process will investigate alternatives, including new/expanded service and revision of current.
- **Develop a Plan** – The final product of the process will be a detailed plan of where changes are needed and what changes make sense and are supported by the community.

NIRCC staff has been involved in the COA/TDP process from day 1. Beginning in early fall 2017, NIRCC staff assisted Citilink in procuring a qualified transit consultant to complete the COA/TDP. In early 2018, Citilink selected and entered into a contract with SRF Consulting. The COA/TDP has an anticipated 18-month time frame. Below is a summary of the progress to date and the anticipated next steps. Questions regarding the COA/TDP can be directed to Matt Vondran at 260-449-7903 or [matt.vondran@co.allen.in.us](mailto:matt.vondran@co.allen.in.us).

**Progress:**

- Initiated in February 2018
- Data Collection: February and ongoing
  - Existing Conditions
    - Service, routes, ridership, fleet, funding, peer review, etc.
  - Ride Counts: March 2018
  - Surveys
    - Fixed Route: March 2018
    - Access: June 2018
    - Community Survey: June – July 2018
  - SWOT Analysis: June Transit Planning Committee
  - Interviews – Community Leaders / Stakeholders: Ongoing
- Developed and discussed draft service recommendations, draft goals/objectives and performance measures, and draft funding level assumptions
  - September and ongoing
- Meetings
  - Advisory Committee
    - In person and phone/web conference
  - Transit Planning Committee and Transportation Advisory Committee
    - April Intro, June SWOT Analysis, and November Update
  - Public
    - July 25th and 26th – 1st round
    - November 13th and 14th – 2nd round

**Next Steps:** Now through July 2019 – *not necessarily in order*

- Finalize existing conditions, service recommendations, goals/objectives, performance measures, and funding level assumptions
- Prepare draft COA/TDP
- Public Meetings – 3rd round, anticipated in May/June
- Finalize COA/TDP

**BIG DATA continued...**

providing types of information that surveys cannot, or cannot without great cost. In particular, passive OD data can provide information on trucks and visitors,

both of which are very costly to survey. Passive OD data can also collect much larger samples, which are important for less frequent phenomenon like longer distance trips, and for providing a detailed understanding of the OD patterns of simple daily resident trips. While surveys capture many important details of daily resident trips, particularly regarding purpose and mode, no cost-constrained survey can provide a picture of the OD trip matrix itself at the level of zones or even moderately disaggregate districts. Traditional surveys typically contain observations for 3% or less of the cells in the OD matrix. In contrast, passive OD data typically provides observations for a quarter to a third of the cells in the OD matrix. This data enables alternative data driven model frameworks which can produce more accurate results and a better ability to understand travel patterns in general.

Passively collected big data is a rapidly evolving subject area. As recently as 10 years ago, there were no commercial sources of passively collected OD data. However, over the past several years, many organizations and companies have begun to offer their data for use in transportation planning and analysis. As of 2017, there were four technologies (or types) of passive OD data in use: Cellular Tower Signaling, LBS (Location Based Services), GPS (Global Positioning Systems), and Bluetooth.

Each technology requires its own equipment and has its own limitations. For instance, cellular phone tower triangulation has limited resolution based on the spacing of towers and relies on communications between devices and towers that is not optimized for transportation data needs. GPS devices can provide accurate locational data, but sometimes ID persistence is an issue that can limit data processing techniques. Bluetooth transceivers are required to detect Bluetooth-enabled devices and must be deployed on site to collect the data for a limited number of locations. Despite these limitations, these new technologies provide information on millions of trips to support a robust understanding of regional travel patterns.

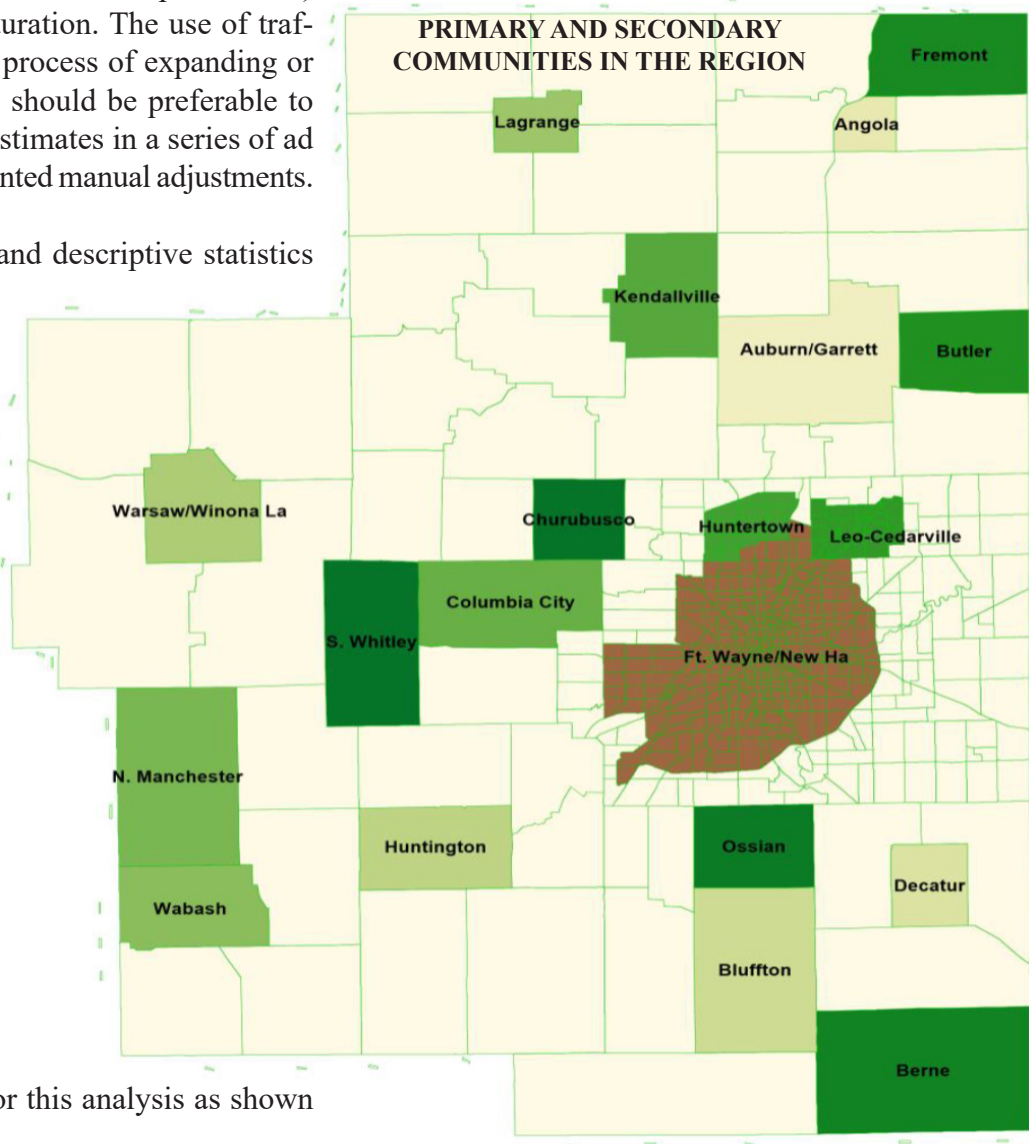
NIRCC contacted and requested quotes for passive OD data from three data providers: AirSage, ATRI, and Streetlight Data. AirSage currently provides data only on total traffic based on cell tower signaling. ATRI

provides GPS data only for heavy trucks. StreetLight provides two datasets, one based on LBS with total traffic and one from GPS which is broken out by cars and trucks. Since NIRCC was interested both in general travel patterns between communities in the region as well as truck-specific patterns associated with individual facilities, there were essentially two purchase options which could provide this information: NIRCC could purchase both AirSage and ATRI or just Streetlight. NIRCC selected and licensed Streetlight data despite the fact that it was more expensive because it was believed to offer better value overall.

All existing commercially available passively collected OD data are based on incomplete sample frames. These commercially available datasets exclude travelers without mobile devices while they travel, and these datasets include only a select portion of travelers with mobile devices. Moreover, short-distance trips or short-duration activities are often under-represented in the data because they require more frequent observations of position. Travel to and from locations with poor coverage can also go un- or under-detected. Failure to account for such biases can lead to erroneous representations and faulty predictions of trip lengths, trip flows between origins and destinations, and present and future travel activity and traffic in general.

Traffic counts provide unbiased information on the spatial distribution of traffic. Traffic counts are currently the only data available to support expansion methods for passive OD data capable of correcting systematic biases related to coverage (rather than market penetration) and trip length or activity duration. The use of traffic counts in a well-defined process of expanding or adjusting demand estimates should be preferable to their use to adjust demand estimates in a series of ad hoc and often poorly documented manual adjustments.

A variety of visualizations and descriptive statistics were produced to develop insights and a deeper understanding of regional travel in Northeast Indiana. The main focus was two-fold, first, to understand the level of interaction among the various communities in the region, and second, to understand the demand patterns served by key roadways in the region, especially the proportion of trucks on specific roadways that are passing through the region versus interacting with it. First, the daily trips between selected communities in the region were analyzed. NIRCC staff identified 12 primary communities and 8 secondary communities for this analysis as shown in the Figure to the right.





The following table reports the daily interaction between communities based on expanded trips. To reduce the size of the table and make it readable all secondary communities were reported together. The rest of the region zones which are not part of communities were also grouped and labeled “Other” in the table. Since Fort Wayne/New Haven plays the main role in the study area, its interactions with other communities are highlighted in the Table. According to the table, Auburn has the highest interaction with Fort Wayne/New Haven among all primary communities, followed by Columbia City, Bluffton, Warsaw, and Huntington. However, the table also clearly shows that the interaction between the communities is small compared to the trip-making within the communities.

**DAILY TRIPS BETWEEN COMMUNITIES**

Community	Ft. Wayne	Auburn	Angola	Decatur	Bluffton	Huntington	Warsaw	Lagrange	Wabash	N Manchester	Columbia City	Kendallville	Secondary	Other	Total
Ft. Wayne	1,202,846	4,544	470	1,334	2,863	1,980	2,143	360	791	281	3,082	1,055	50,118	70,339	1,342,205
Auburn	4,626	86,830	236	22	19	30	52	32	16	3	149	962	2,651	9,682	105,311
Angola	438	209	32,504	2	6	0	9	225	0	0	4	607	2,970	12,111	49,085
Decatur	1,295	21	6	48,603	1,007	28	10	0	13	0	10	4	582	4,800	56,380
Bluffton	2,705	13	2	890	53,018	322	7	0	17	0	50	3	4,044	4,985	66,057
Huntington	1,811	22	1	46	383	73,057	45	6	359	36	212	6	376	7,321	83,680
Warsaw	1,951	49	11	4	4	52	127,113	2	92	128	572	12	350	14,495	144,835
Lagrange	316	47	278	2	0	0	6	8,279	0	0	33	558	81	7,318	16,917
Wabash	860	13	0	30	8	383	110	0	39,402	444	83	0	49	4,702	46,085
N Manchester	342	0	0	0	0	34	137	0	448	928	25	0	25	2,066	4,007
Columbia City	3,087	173	2	10	29	198	520	22	67	18	40,891	165	1,249	6,731	53,161
Kendallville	1,031	992	557	3	5	6	19	583	1	0	50	38,917	478	7,709	50,350
Secondary	50,192	2,583	3,035	590	3,986	409	497	68	49	25	1,156	548	66,070	21,049	150,257
Other	72,412	9,656	11,847	4,848	4,730	7,432	14,516	7,337	4,825	1,882	6,736	7,589	21,087	340,860	515,759
<b>Total</b>	<b>1,343,914</b>	<b>105,153</b>	<b>48,948</b>	<b>56,384</b>	<b>66,056</b>	<b>83,932</b>	<b>145,184</b>	<b>16,914</b>	<b>46,081</b>	<b>3,745</b>	<b>53,054</b>	<b>50,427</b>	<b>150,129</b>	<b>514,169</b>	<b>2,684,090</b>

The next Table reports top 5 partner communities for each community. Fort Wayne/New Haven is the first partner for most of communities as expected and no lower than the third highest partner in for any community. Flows on key facilities in the region were also analyzed to understand the origins and destinations they serve. A total of 60 gates on 9 major corridors were defined. A congested travel time based all-or-nothing assignment was then run for each trip table to map truck and auto flows through each gate.

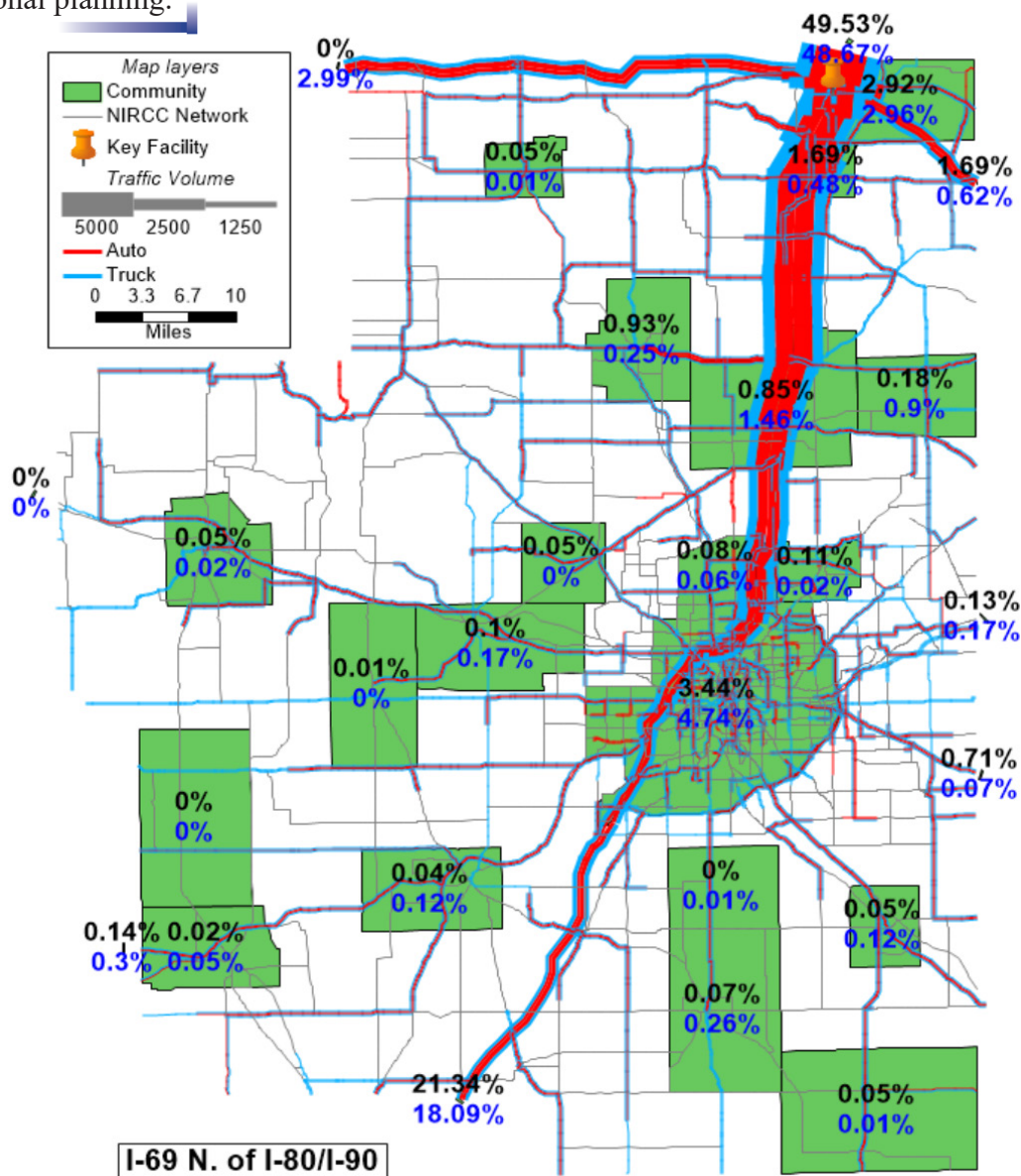
**TOP 5 PARTNER COMMUNITIES FOR EACH PRIMARY AND SECONDARY COMMUNITY**

Community	First	Second	Third	Fourth	Fifth
<b>Ft. Wayne/New Haven</b>	Huntertown	Leo-Cedarville	Auburn/Garrett	Columbia City	Bluffton
<b>Auburn/Garrett</b>	Ft. Wayne/New Haven	Butler	Kendallville	Huntertown	Leo-Cedarville
<b>Angola</b>	Fremont	Kendallville	Ft. Wayne/New Haven	Lagrange	Auburn/Garrett
<b>Decatur</b>	Ft. Wayne/New Haven	Bluffton	Berne	Ossian	Huntington
<b>Bluffton</b>	Ossian	Ft. Wayne/New Haven	Decatur	Berne	Huntington
<b>Huntington</b>	Ft. Wayne/New Haven	Wabash	Bluffton	Columbia City	Berne
<b>Warsaw/Winona Lake</b>	Ft. Wayne/New Haven	Columbia City	Churubusco	N. Manchester	Wabash
<b>Lagrange</b>	Kendallville	Ft. Wayne/New Haven	Angola	Fremont	Auburn/Garrett
<b>Wabash</b>	Ft. Wayne/New Haven	N. Manchester	Huntington	Warsaw/Winona Lake	Columbia City
<b>N. Manchester</b>	Wabash	Ft. Wayne/New Haven	Warsaw/Winona Lake	Huntington	Columbia City
<b>Columbia City</b>	Ft. Wayne/New Haven	S. Whitley	Warsaw/Winona Lake	Churubusco	Huntington
<b>Kendallville</b>	Ft. Wayne/New Haven	Auburn/Garrett	Angola	Lagrange	Fremont
<b>Huntertown</b>	Ft. Wayne/New Haven	Auburn/Garrett	Leo-Cedarville	Columbia City	Churubusco
<b>Leo-Cedarville</b>	Ft. Wayne/New Haven	Auburn/Garrett	Huntertown	Butler	Warsaw/Winona Lake
<b>Butler</b>	Auburn/Garrett	Ft. Wayne/New Haven	Kendallville	Leo-Cedarville	Angola
<b>Fremont</b>	Angola	Kendallville	Ft. Wayne/New Haven	Auburn/Garrett	Lagrange
<b>Berne</b>	Ft. Wayne/New Haven	Decatur	Bluffton	Ossian	Huntington
<b>Ossian</b>	Bluffton	Ft. Wayne/New Haven	Berne	Huntington	Decatur
<b>Churubusco</b>	Ft. Wayne/New Haven	Auburn/Garrett	Columbia City	Warsaw/Winona Lake	Huntertown
<b>S. Whitley</b>	Ft. Wayne/New Haven	Columbia City	Warsaw/Winona Lake	Huntington	N. Manchester

The following Figure presents auto and truck volumes passing through the first primary gate which is on I-69 north of I-80/I-90 as well as the percentage of these flows to/from each community and major externals such as

I-69 north and south, I-80/I-90 east and west, US 30 east and west, and US 24 east and west. The pin presents the location of the gate and auto and truck volumes/shares are shown with different colors. Pluralities of trips (46%) are passing through the region via I-69 which is reasonable. It also shows that 3.4 percent of auto trips and 4.7 percent of truck trips passing through this gate are bound to/from Fort Wayne/New Haven – since half of the origins/destinations are at the external station, this means twice these numbers or about 7% of auto and 10% of truck trips to and from this external station involve Fort Wayne. Fort Wayne/New Haven has the highest share of auto and truck trips among communities in the region.

The results show how different corridors and locations, within those corridors, function differently and are important to different travel markets. As expected, I-69 is clearly the most important facility for trips through the region. However, the data also reveals some potentially less obvious facts, such as that I-469 (between I-69 south and US 24) and US 24 (east of I-469) are together the second most important corridor for trips passing through the region – just slightly ahead of the I-80/90 Indiana Toll Road. I-69, US 30, and US 24 are also confirmed as the key facilities serving trips within the region, perhaps unsurprisingly, while a perhaps more surprisingly diverse list of facilities play an important role in serving trips to and from the region (although some of these may be serving short trips across the study area boundary). Further study of these results should be fruitful in support of regional planning.



## Traffic Incident Management and Transportation Planning

The concept of managing traffic incidents is nothing new for those in the public realm. First responders, highway supervisors, traffic engineers, and various other public officials responsible for traffic operations are frequently involved in the management of traffic incidents. Transportation planners in both rural and metropolitan areas however are not as likely to become directly involved with activities related to managing traffic incidents. In 2005, Congress authorized the Strategic Highway Research Program to investigate the underlying causes of highway crashes and congestion in a short-term program.

Traffic Incident Management (TIM) was created to help improve safety, reliability, renewal and capacity of roadways. TIM has a direct benefit to the safety of first responders and motorists. The training program focus is on non-reoccurring congestion for public roadways. First responders are provided with a different perspective on scene safety. The concepts for managing traffic incidents in this program contrast the traditional actions of first responders. Many first responders had addressed their safety and scene safety by closing everything. This was thought to be the safest practice. However by closing more lanes of travel than needed, it created additional congestion and dangers for motorists. This program teaches all disciplines of their role in keeping themselves safe but also effectively managing an incident scene to mitigate the impacts on traffic. It also encourages them to act efficiently to open lanes sooner. All of these actions can reduce the exposure of first responders and motorists. It also restores traffic to normal conditions sooner thus reducing congestion and improving safety for motorists. According to the information provided within the training, it takes 3 minutes for traffic to recover for each minute a lane is closed.

TIM training sessions include responders from multiple disciplines and are instructed by at least two responders from different disciplines. Communication between various disciplines is a large effort within the training. Helping all responders improve their understanding of other disciplines' needs, challenges and objectives can help in expediting the process. Successful training of responders helps improve communication and develop both formal and informal levels of incident command.

This improved communication between all responding agencies at incidents can reduce the time traffic is interrupted while improving safety for the responders and motorists.

Transportation planning involves a variety of objectives. Two primary objectives in transportation planning are Congestion Management and Safety Management. Typical Congestion Management Processes involve roadway capacities, intersection operation efficiency, non-single vehicle alternatives related to reoccurring congestion. Non-reoccurring congestion however is not a typical program included in transportation planning efforts. Crash data however can paint a great picture of how often this type of non-reoccurring congestion occurs. For many urbanized areas there are thousands of crashes annually that create congestion. One strategy to improve the congestion is to improve the response time, clean up time and mitigate impacts of the crashes on the transportation network. All planning organizations can benefit by participating in TIM efforts to reduce this type of non-reoccurring congestion within their areas.

Safety management is a priority for all transportation planning efforts. Reducing fatal and serious injury crashes is both a goal of the FHWA and INDOT. While most of these crashes involve a great deal of human behavior as a primary cause it is also known that many secondary crashes result in fatal or serious injuries. By creating a TIM program in your area you can work to address this issue and work to reduce the potential for secondary crashes.

An indirect benefit of all planning organizations to become involved in TIM is the relationships created with local first responders. Law enforcement agencies can be a significant benefit to transportation planning. Officers are actively utilizing public roadways on a daily basis. They are likely aware of problem areas well before planners and engineers. In some cases they may be aware of issues that are never brought to anyone's attention. Officers also may hold the answers to why problems exist. Development of this relationship with law enforcement can provide a valuable resource to planners.

## Northeast Indiana Water Trails



The Northeast Indiana Water Trails Initiative (NEI-WTs), which is facilitated through NIRCC, has made great strides over the past year in its mission to increase access to the 566 miles of navigable waters in NE Indiana including the launch of their website at [www.neiwatertrails.com](http://www.neiwatertrails.com). The website is a one stop shop for acquiring the necessary information needed to paddle the water trails in NE Indiana including local outfitters and liveries, an interactive map, water safety, and how to check water levels to learn if it is safe to paddle a particular waterway. NEIWTs also facilitated the transfer of the property at the Mayhew Road bridge over the St. Joseph River in NE Fort Wayne from Allen County Government to the IN DNR Boat Access Program. The IN DNR Boat Access program was then able to install a concrete boat ramp and parking area. A ribbon cutting ceremony took place on August 3rd and the NEIWTs led a group of 30 individuals on a paddle social from the new site on August 8th. This new put-in helps to



break the waterway into more manageable sections between access points as it is 6.5 river miles downstream and 4 miles upstream of existing access sites.

Finally, on June 9th, NEIWTs hosted the Third Annual Pedal, Paddle, and Play: Presented by Three Rivers



Federal Credit Union. With the Riverfront construction efforts the location of the event was moved to Guldlin Park in Fort Wayne, and with a looming storm, the rain



contingency plan was put into action for the first time. Though, the 105 participants did not mind. The goal of this event is to get folks out on the water while learning about the history of the rivers in Fort Wayne and river ecology, as well as raise funds for the NEIWTs. This was done by offering a Watson Style scavenger hunt along the rivers to registered participants, as well as great prizes donated by local businesses. Money raised from the event will be used toward the NEIWTs initiative to install wayfinding signs along the water trails. The Pedal, Paddle, and Play was only successful due to the support that was received from the local community including sponsorships from Three Rivers Federal Credit Union, Sweetwater, Chuck and Lisa Surack, Wabash River Heritage Corridor Commission, Fort Wayne Outfitters and Bike Depot, Wane TV, Sunny 103.9, and Maumee Rentals. NEIWTs will see you on the water at the 4th annual Pedal, Paddle, and Play on June 8, 2019.



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