



Transportation Times

Adams-Allen-DeKalb-Wells

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Community Development Updates

NIRCC is most often associated with transportation planning activities within Adams, Allen, DeKalb, and Wells Counties. However, NIRCC also has a long history in community and economic development. Recent years have seen an increased emphasis on community and economic development activities. Staff has the capabilities to assist with project development and to provide grant writing, grant administration, and labor standards administration. NIRCC can assist communities with projects funded through the Indiana Office of Community and Rural Affairs (OCRA), Indiana Department of Environmental Management's (IDEM) State Revolving Fund (SRF), the United States Department of Agriculture (USDA), and the Economic Development Administration (EDA).

Recently, NIRCC has provided grant administration services for Community Focus Fund (CFF) Grants awarded to the Allen County Commissioners on behalf of the Community of Riverhaven, the City of Decatur, and the Town of Monroeville for planning and/or construction activities. The funding is federal Community Develop-

ment Block Grant (CDBG) money that is allocated from the U.S. Department of Housing and Urban Development (HUD) and administered by OCRA. NIRCC staff works

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**** NIRCC HAS MOVED ****

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U

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T

A

B



New HAWK Signals for Fort Wayne

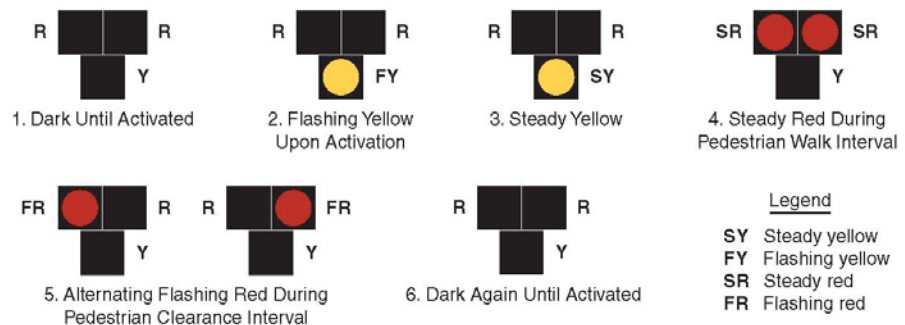
A new kind of traffic signal can now be seen in the Fort Wayne area. This past year HAWK signals were installed to improve pedestrian safety at two pedestrian street crossings. The first one was installed at the pedestrian crossing located at the intersection of Covington Rd and Eggeman Rd. The second was installed in the newly widened section of Ardmore Ave south of Jefferson Blvd.

HAWK stands for High-intensity Activated cross Walk. According to the Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition, a HAWK signal is a special type of pedestrian hybrid beacon used to warn and control traffic at unsignalized locations to assist pedestrians in crossing a street or highway at a marked crosswalk. When traffic signals are not warranted, these types of signals can be used to provide safe pedestrian crossing locations when there are no safe crossings nearby.

Although the HAWK signal is similar in purpose as a traditional pedestrian signal (stopping traffic for a pedestrian to cross safely), its design and functionality are somewhat different. The HAWK signal consists of three signal indicators. There are two horizontally aligned circular red signal indications on the top half of the signal with a single circular yellow signal indication centered below. These signal indicators control traffic with a series of illuminated actions. The signal also provides pedestrians with a signal for “Walk” and “Don’t Walk” so pedestrians know when to safely cross the street.

For vehicles there is a sequence of 5 different illuminated warnings. The signal is dark until a pedestrian activates the sequence. Once the signal is activated it will provide a flashing yellow light to warn drivers that a pedestrian wants to cross. Next, the flashing yellow light becomes a steady yellow light to warn drivers to begin slowing down. Then the signal will activate two steady red lights that indicate to drivers they must stop. Finally the steady red lights change to flashing red lights which indicate to traffic that they must stop but can proceed if there are no more pedestrians in the crosswalk. Once the signal turns dark again traffic can resume normal travel.

For pedestrians, the “Don’t Walk” signal will change to a “Walk” indication once the HAWK signal has steady red lights. When the red lights on the HAWK signal begin to flash the “Walk” indication for pedestrians changes to a flashing “Don’t Walk” countdown indication. Once the HAWK signal turns off for traffic the “Don’t walk” signal will be steady to warn pedestrians not to cross.



Rural Planning

The Northeastern Indiana Regional Coordinating Council (NIRCC) in conjunction with local elected officials and INDOT District representatives is currently developing an Adams County Transportation Plan. This will be the first rural transportation plan NIRCC has produced for Adams County. NIRCC conducts transportation planning activities throughout the region and has developed similar plans for Allen, Dekalb, and Wells Counties. Historically NIRCC has concentrated the majority of its transportation planning activities within the Metropolitan Planning Area (MPA) (Figure 1). The MPA encompasses the Fort Wayne Urbanized Area and includes Fort Wayne, New Haven, Huntertown, Leo-Cedarville, Grabill, along with portions of Allen, Whitley, and Huntington Counties. Since 2000 NIRCC has been responsible for preparing and maintaining transportation plans for rural areas within its jurisdiction as well. NIRCC's rural jurisdiction can be seen in Figure 2.

Areas outside of the MPA (Figure 2) include smaller urban communities and rural areas which provide unique transportation characteristics and needs. The extension of planning efforts to these areas works to facilitate a cooperative, coordinated, and comprehensive transportation planning process for the region. The process has resulted in a program of projects designed to solve transportation

Figure 1

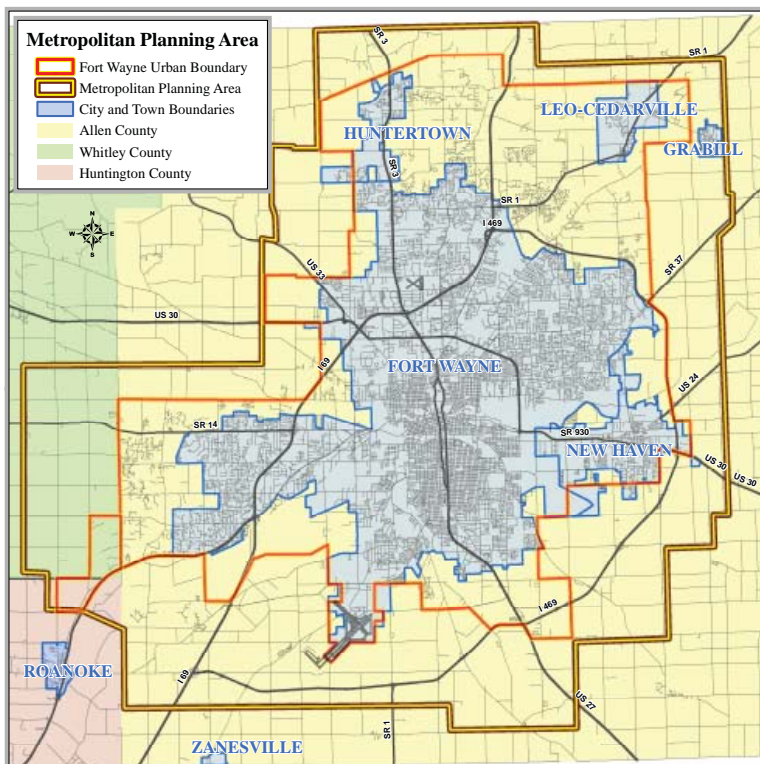
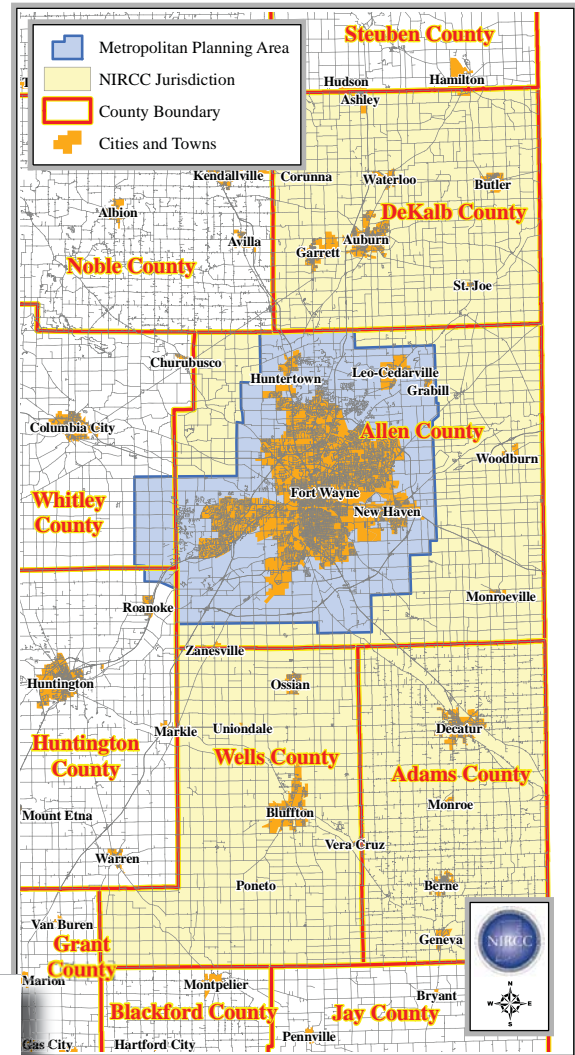


Figure 2



problems, improve the safety and efficiency of the transportation system, and meet the desires and needs of the citizens, businesses, and local officials of these rural communities.

There are a variety of tools and methods used to produce a rural transportation plan. Some of the information collected and analyzed for these planning activities include traffic data, roadway characteristics, crash data, demographic data, and land use variables with the urban communities and rural areas. This data along with information gained through meetings with local officials help determine current and future conditions and assist with the identification of problem areas in the transportation system. Further analysis is conducted to determine the cause of these problems so NIRCC can develop viable solutions and include them in the transportation plan.

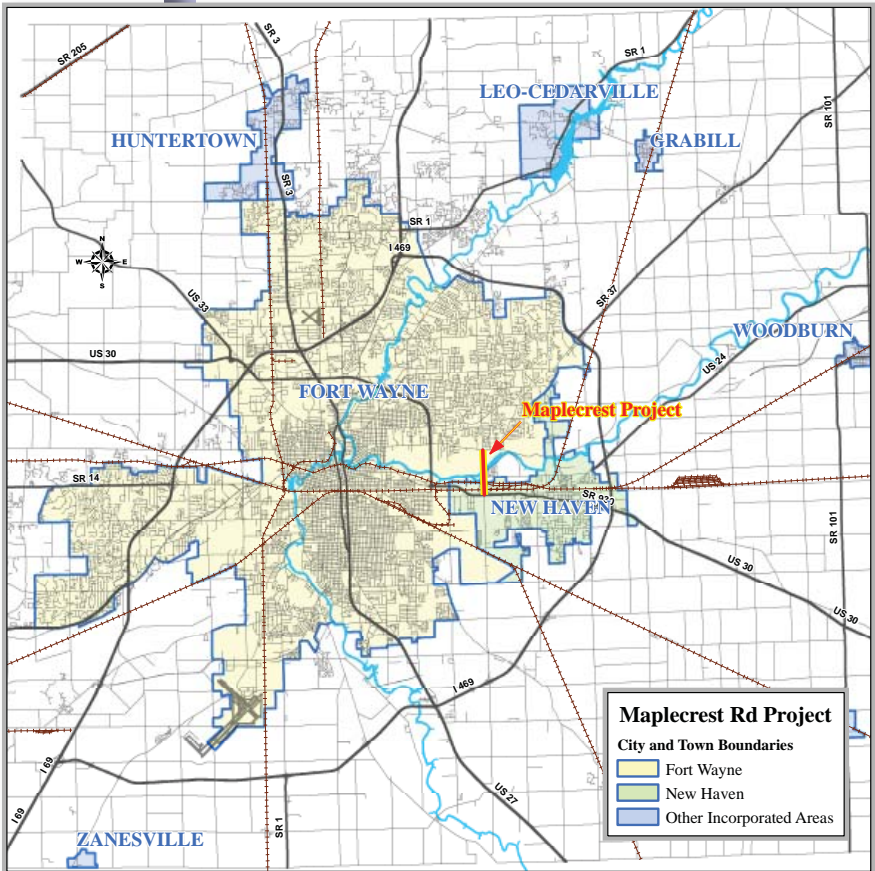
Maplecrest Road Project



The extension of Maplecrest Road has been in the Transportation Plan for over 40 years. Corridor studies for this project began in 1967, to examine new alternatives for north-south traffic movements across the Maumee River. The project is intended to improve the north-south flow of traffic across the Maumee River on the northeast side of Fort Wayne. Approximately 1.5 miles of new roadway is being constructed, beginning at the Adams Center Road and State Road 930 intersection extending north over the Maumee River and terminating at the Lake Avenue and Maplecrest Road intersection. Currently there are only two other Maumee River crossings that are approximately 3.5 miles apart (Coliseum Boulevard and Landin Road).

The project will improve mobility throughout northeast Fort Wayne and New Haven. Mobility refers to the ease of travel and the ability of motorist to reach destinations with minimal obstruction and disruption. Through the development of a continuous north-south corridor connecting Maplecrest Road and Adams Center Road, mobility on the highway system will be improved. The project will also improve transit mobility and open opportunities for various route structures between the Georgetown/Northwood area and New Haven.

The improvement in mobility will correlate to a direct reduction in vehicle miles of travel (VMT). Analysis indicates the project will also reduce the vehicle hours of delay (VHD) on the highway system. A reduction in VMT



and VHD will result in a reduction of vehicle emissions and improve the air quality. A decrease in VMT also can reduce traveling cost through time and produce fuel savings.

The area the Maplecrest Road extension will serve is an area plagued with multiple at-grade rail-highway crossings and limited river crossings. The railroads in this area of Fort Wayne and New Haven are extremely active. A serious problem exists with the multitude of at-grade rail-highway crossing, high frequency of train movements (as many as



100 daily), and the accessibility of emergency vehicles in and through the area. A major Norfolk Southern rail yard is immediately east of this project. The Maplecrest Road extension will provide an additional river crossing and grade



separated rail crossings. This project will significantly increase both accessibility and mobility to adjacent industrial and residential developments and promote improved access between the northeast and southeast quadrants of the Metropolitan Planning Area.



The project is designed as a non-divided 4-lane roadway with 12' lanes; 14' turn lanes at appropriate locations. A 10' wide concrete path will be constructed on the east side along the entire roadway. A 5' grass strip will separate the sidewalk from the roadway, with the exception of the bridge locations where the walk and roadway will be separated by a concrete barrier wall. The Maplecrest Road extension is being designed for a 45 mph design speed, and the project



includes improvements to the intersections with Adams Center Road/SR 930 at the south terminus, and Maplecrest Road/Lake Avenue at the north terminus. The current project cost is approximately 31.3 million dollars and is scheduled to be completed in November of 2012.

Vehicle Miles of Travel (VMT)



2010 Vehicle Miles of Travel (VMT) and Traffic Count Program

NIRCC has completed the Vehicle Miles of Travel (VMT) report for 2010. In 2010 there was 7,062,317 vehicle miles. This is 2.63% lower than in 2009 (7,252,988 vehicles).

To calculate VMT statistics NIRCC utilizes traffic count data collected throughout the year. In 2010, approximately 679 locations were counted throughout Allen County. The majority of these count locations were used for calculating VMT estimates. NIRCC also collects count data for other counties. In 2010 NIRCC counted approximately 307 locations in Wells County and approximately 235 locations in Adams County. NIRCC plans on working in Allen County and Dekalb County for the 2011 traffic counting program.

Did you know the average car produces a pound of pollution every 25 miles!



Decennial 2010 Census

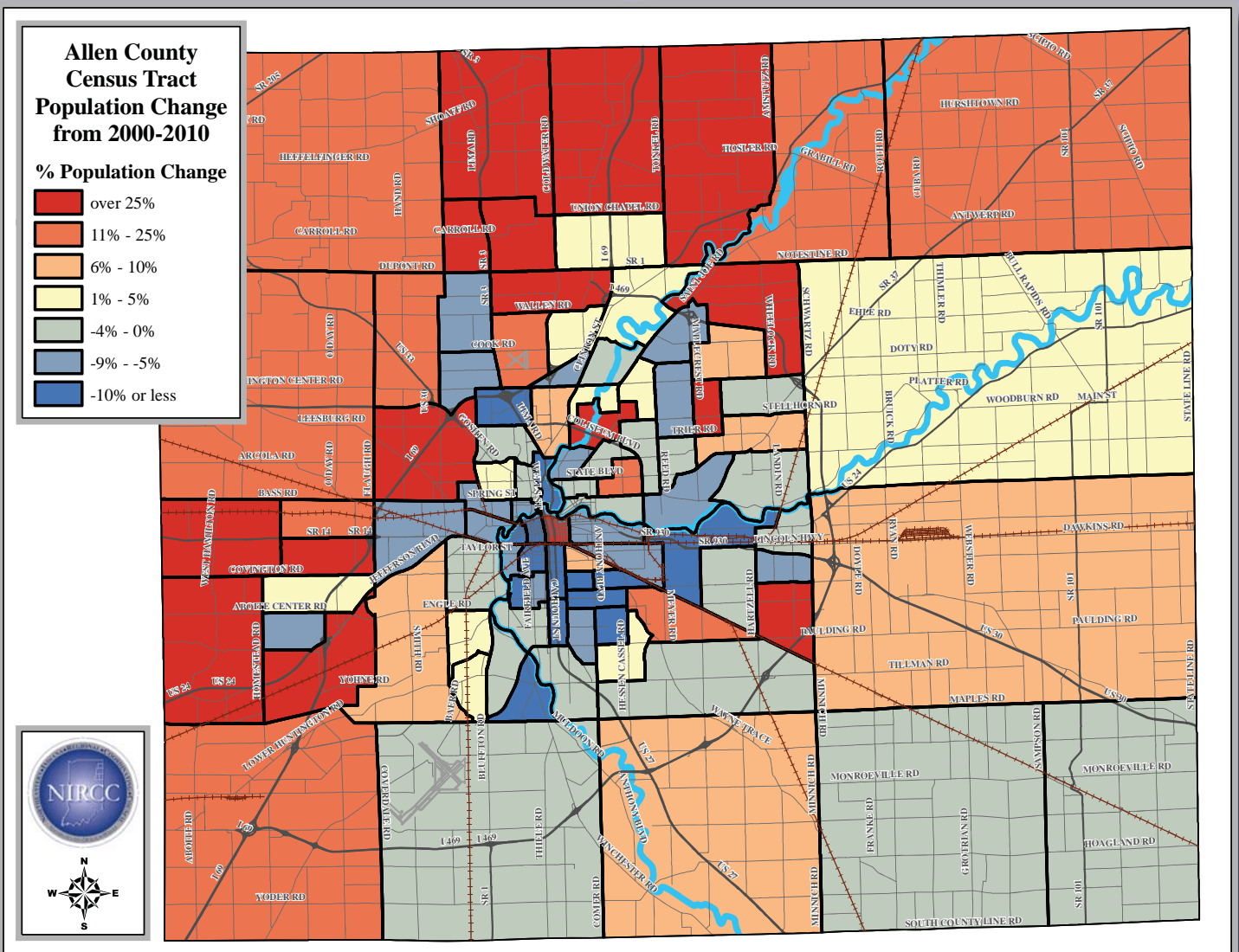
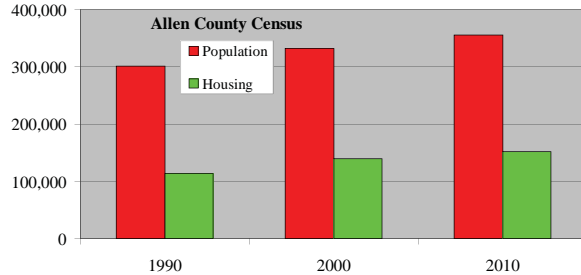


The first round of data from the 2010 Census was recently released. The data included in this first release consists of population, race, Hispanic/Latino, and housing unit data. The total population for Allen County has increased from 331,849 people in the 2000 Census to 355,329 people in 2010. This 7.1% increase is slightly less than the national increase of 9.7%. The national trends show an increase of 9.8% from 1980 to 1990 and a 13.2% increase from 1990 to 2000. The national increase of 9.7% in 2010 is the lowest percentage of population change over a decennial census since before the 1950s.

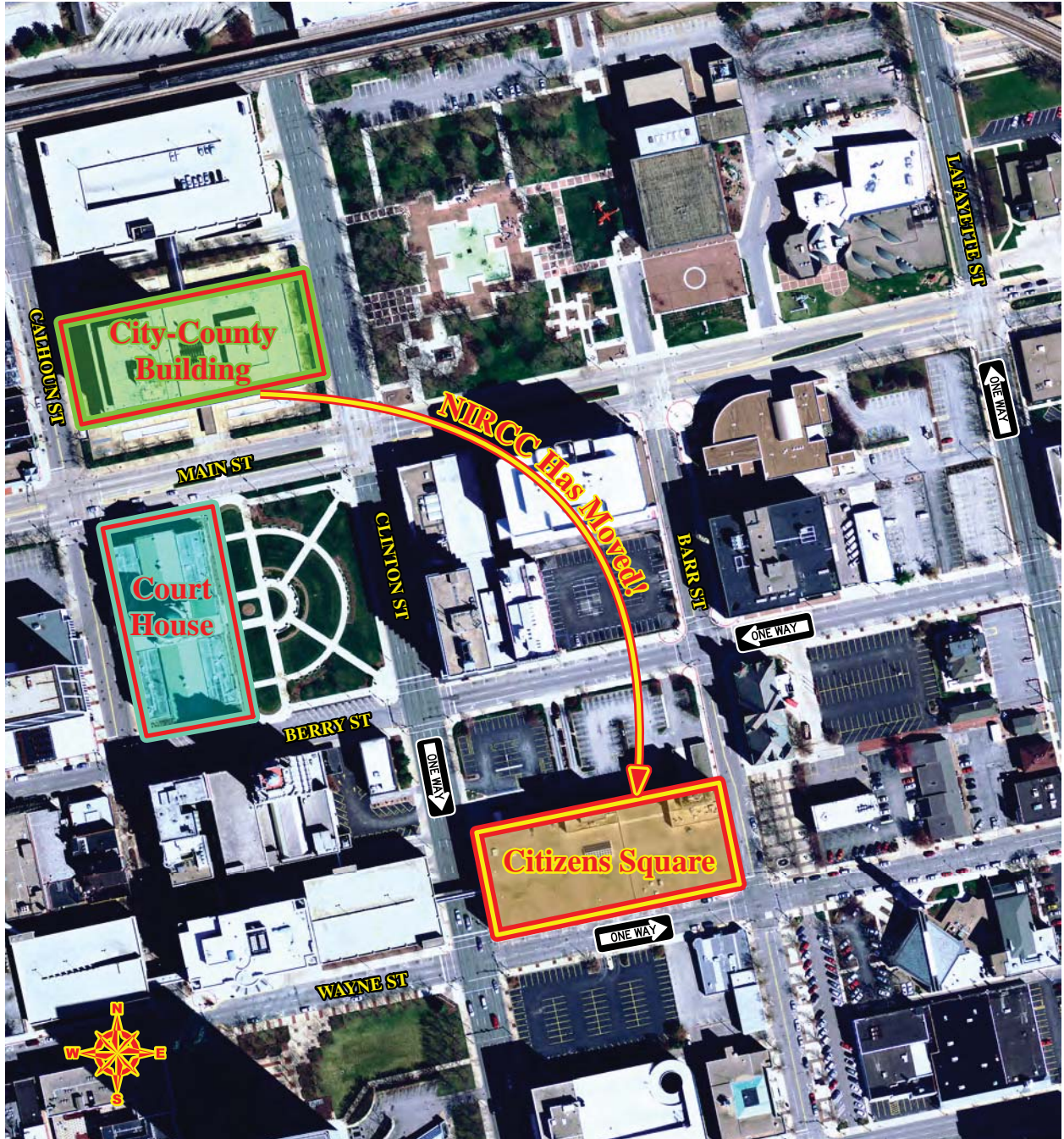
Compared to the State of Indiana, Allen County is slightly above the percentage of population change from 2000 to 2010. Indiana saw an increase in population of 6.6% in the 2010 Census while the entire Midwest only increased by

3.9%. Allen County has the 3rd largest population in Indiana. Marion County is 1st and Lake County is 2nd.

The map below shows where Allen County has experienced the most growth and loss in population. As you can see from the red shaded areas on the map, the western and northern parts of the county experienced the most significant growth in population. Several of these tracts saw the percentage of population change reach over 100%.



**** NIRCC HAS MOVED ****



Citizens Square

On April 22 NIRCC moved to a new office location. The newly renovated Citizens Square building is NIRCC's new home. Our new address is:

*200 East Berry Street Suite 230
Fort Wayne, IN 46802-2735*

NIRCC's phone number and fax number will remain the same. They are as follows:

*Phone: (260)449-7309
Fax: (260)449-8652*

Community Development Continued...

closely with the grantees, the project engineers, and the contractors and sub-contractors to make sure that all of the federal requirements associated with the grant are followed and met.

Currently, NIRCC has several community development related projects underway. In 2010, NIRCC assisted the City of Berne in applying for and obtaining a \$960,000 Disaster Recover II (DR2) grant from OCRA to assist in the financing of a sanitary sewer improvement project. The project will address combined sewer overflow issues in the downtown area of the City. The total cost of the project is approximately \$1,010,000, with the City providing a local match of approximately \$50,000. Construction is anticipated to begin in June of 2011 and be completed in November 2011. NIRCC will provide grant and labor standards administration for this project.

In March of 2011, NIRCC assisted the Town of Geneva with the preparation and submission of a grant application to obtain a \$600,000 CFF grant from OCRA to assist in the financing of sanitary sewer improvement project. The project will address issues at the Town's treatment facility and issues of inflow and infiltration within the sanitary sewers. Inflow and infiltration or I/I are terms used to describe the ways that groundwater and storm water enter into dedicated wastewater or sanitary sewer systems. Inflow is storm water that enters into sanitary sewer systems at points of direct connection to the systems, such as down spouts and sump pumps improperly connected to the sanitary sewer. Infiltration is groundwater that enters sanitary sewer systems through cracks and/or leaks in the sanitary sewer pipes. The total cost of the project is approximately \$835,000, with the Town providing a local match of approximately \$235,000. On June 3, 2011, the Town was notified that they had been awarded the grant. Construction is anticipated to begin in March of 2012 and be completed in October 2012. NIRCC will provide grant and labor standards administration for this project.

NIRCC is currently working with the Town of Huntertown to obtain a CFF Planning Grant to finance a preliminary engineering report (PER) for the sanitary sewer and storm water infrastructure that serves

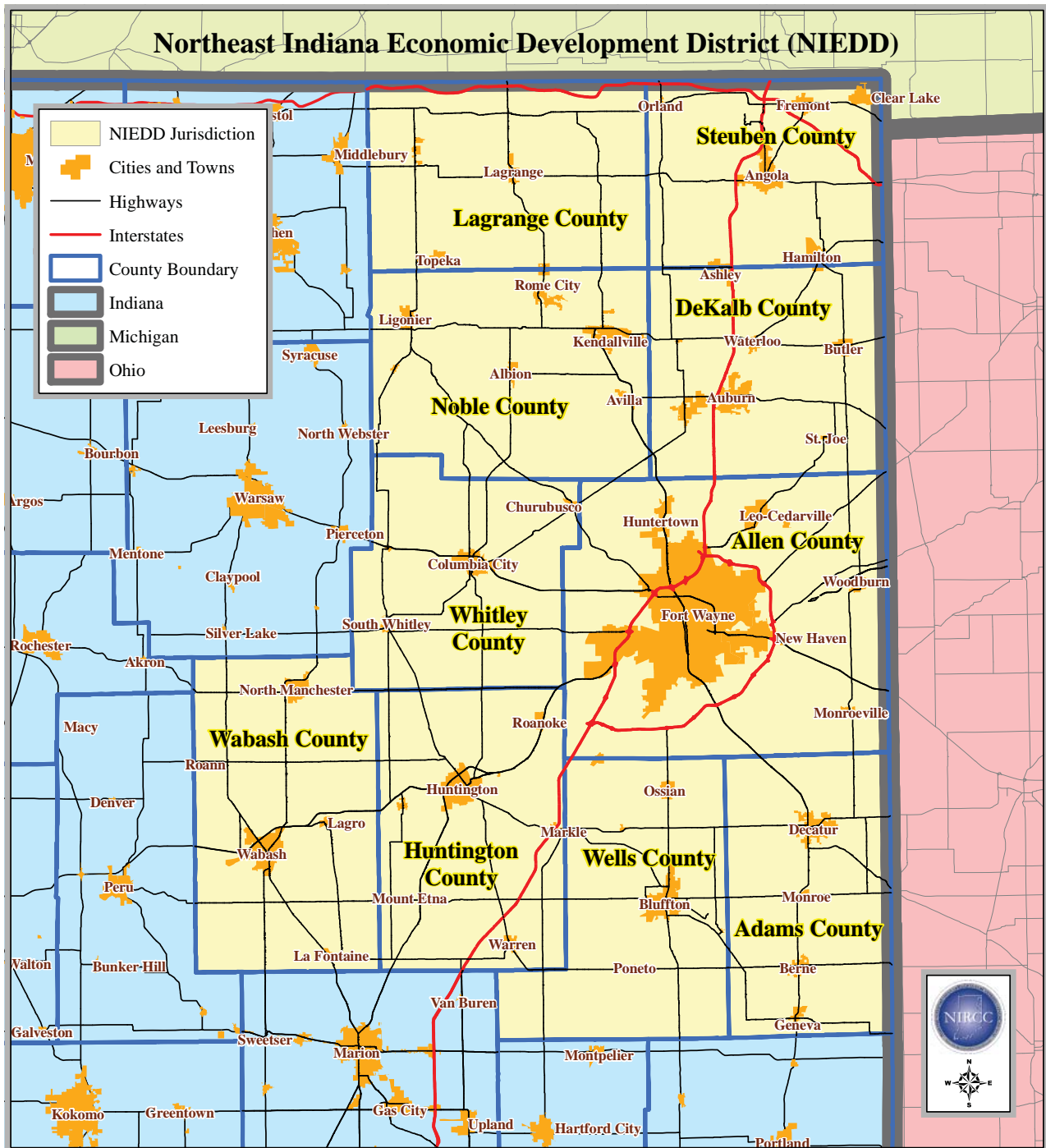
the oldest sections of Huntertown. This area of the community has significant issues with flooding and I/I within the infrastructure. The PER will evaluate the infrastructure in this area and provide options to eliminate these problems. The Town plans to apply for a \$40,000 grant and provide a local match of at least 10% of the total project cost. The Town anticipates submitting the planning application in August of 2011.

NIRCC is also providing labor standards services for three SRF funded projects in the City of Auburn, City of Fort Wayne, and the City of Woodburn. Services include documentation and payroll review, jobsite interviews, and compilation and submission of monthly reports. The Auburn project is a \$15,000,000 project to improve and expand the Auburn Water Pollution Control Facility. A total of 35 contractors are anticipated to submit documentation and weekly payrolls before the completion of the project in July of 2011. The Fort Wayne project is a \$5,000,000 project consisting of 7 separate projects for sewer separations, sewer rehabilitation, and the installation of water lines. A total of 14 contractors are anticipated to submit documentation and weekly payrolls before the completion of the project in October of 2011. The Woodburn project is a \$3,000,000 project in consisting of 4 separate projects for sewer separations and sewer rehabilitation. A total of 10 contractors are anticipated to submit documentation and weekly payrolls before the completion of the project in October of 2011.

Information regarding available funding opportunities and the community development services provided by NIRCC is available by contacting our Grant Administrator, Matt Vondran at (260) 449-7309 or at Matt.Vondran@co.allen.in.us.

CEDS – Comprehensive Economic Development Strategy

NIRCC and Region III-A Development and Regional Planning Commission (Region III-A) have partnered to create the Northeast Indiana Economic Development District (NIEDD). The NIEDD is an expansion of the Region III-A Economic Development District, designated through the U.S. Economic Development Administration (EDA), which has consisted of Stueben, LaGrange, Noble, Whitley, and Huntington Coun-



ties since 1982. The NIEDD now includes the counties above, the counties served by NIRCC (Adams, Allen, DeKalb, and Wells) and Wabash County.

Federal financial assistance from the EDA requires a Comprehensive Economic Development Strategy (CEDS) prepared by the appropriate Economic Development District. A CEDS is an economic roadmap to diversify and strengthen regional economies. It ana-

lyzes the regional economy and serves as a guide for establishing regional goals and objectives, developing and implementing a regional plan of action, and identifying investment priorities and funding sources. The NIEDD has prepared a CEDS for Northeast Indiana. The CEDS is a process guided by a committee with geographic representation, including both public and private sector representatives, as well as several state and regional representatives. It is specifically designed

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to provide each county with equal representation, and incorporate a wide array of views from other regional representatives. The importance of the composition of the CEDS Committee is to insure fair and equal consideration in prioritizing projects for potential federal, state and regional funding. The CEDS process has and will accept input from a broad segment of the region, solicit public comment and seek to build regional consensus. The CEDS Committee will also lead the NIEDD into implementation of the strategy. The CEDS Committee's efforts will be supported through the staff of NIRCC and Region III-A. The window of time that the Northeast Indiana CEDS covers is five years or 2011 through 2015. The Northeast Indiana CEDS can be viewed at the NIEDD website at www.niedd.org .

**** NIRCC HAS MOVED ****

See page 7 for details