



Transportation Times

Adams-Allen-DeKalb-Wells

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Long Range Transportation Plan Update

NIRCC is currently in the process of updating the long range transportation plan. Our recent open house which showcased our Draft 2035 Long Range Transportation Plan, Draft FY 2014-2017 TIP (Transportation Improvement Program), and various projects under development was well attended. The open house gave citizens a chance to come in and look over the transportation plans and projects, ask questions, raise concerns, or show support. Along with NIRCC staff there were city, county, and INDOT representatives on hand to answer questions and receive comments. A couple of projects that were included in our TIP and have been selected from our current long range transportation plan (2030-II Transportation Plan) for implementation were showcased at the open house. These projects were the State Blvd project from Spy Run Ave to Cass St and the Maplecrest Rd project from Lake Ave to State Blvd. There were posters on display showing concepts of how these projects may look after completion as well as numerous maps showing the different facets of the Draft 2035 Long Range Transportation Plan and Draft TIP. On pages 7 and 8 you can see some computer generated renderings of a few of these projects that were on display.

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NIRCC received many comments at the open house about the Draft 2035 Long Range Transportation Plan and Draft FY 2014-2017 TIP. These comments will be addressed and the 2035 Plan and 2014-2017 TIP will continue to be evaluated by NIRCC staff

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Coordinated Public Transit - Human Services Transportation Plan

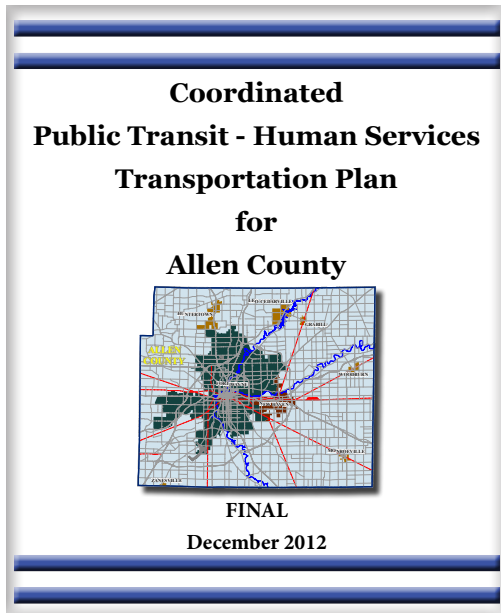
NIRCC recently updated its Coordinated Public Transit-Human Services Transportation Plan for Allen County. The plan identifies the available services, the transportation needs of individuals with disabilities, older adults, and persons with limited incomes, the transportation service gaps, strategies to address those gaps, and projects that meet the identified strategies. The plan is intended to increase and promote coordination between all transportation providers within Allen County to increase the efficiency and comprehensiveness

of the transportation services that are provided. The update was prepared in accordance to the new transportation bill entitled Moving Ahead for Progress in the 21st Century (MAP -21). Map 21 requires that projects selected for funding under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program must be “derived from a locally developed, coordinated public transit-human services transportation plan”, and that the plan be “developed through a process that includes representatives of public, private and nonprofit transportation and human services providers and participation by the public.”

The Plan is available at www.nircc.com and contains the following: identification of providers, transportation needs, service gaps, strategies to address the service gaps, and project selection processes and criteria. The transportation providers currently operating within Allen County include; CITILINK, COUNTILINK, CTN, Allen County Council on Aging, St. Vincent De Paul “Carevan”, Byron Health Center, Gibson Mobility and Transportation, Companion Transportation, Access United Transportation, and taxi providers. The services of these providers are identified and detailed in the plan.

The plan also identifies the geographic and non-geographic needs of individuals with disabilities, older adults, and persons with limited incomes. It identifies where the targeted populations are located and the locations of their common destinations in correlation to current transit routes and service. The non-geographic needs include the reasons why transportation is needed and when transportation is needed. Individuals in the targeted populations require transportation to get to medical appointments, work,

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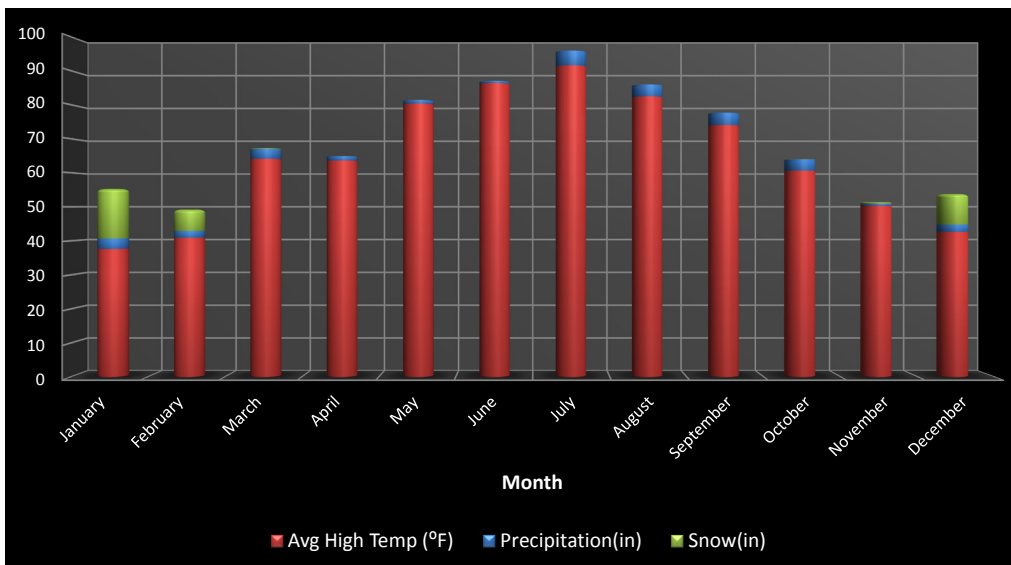
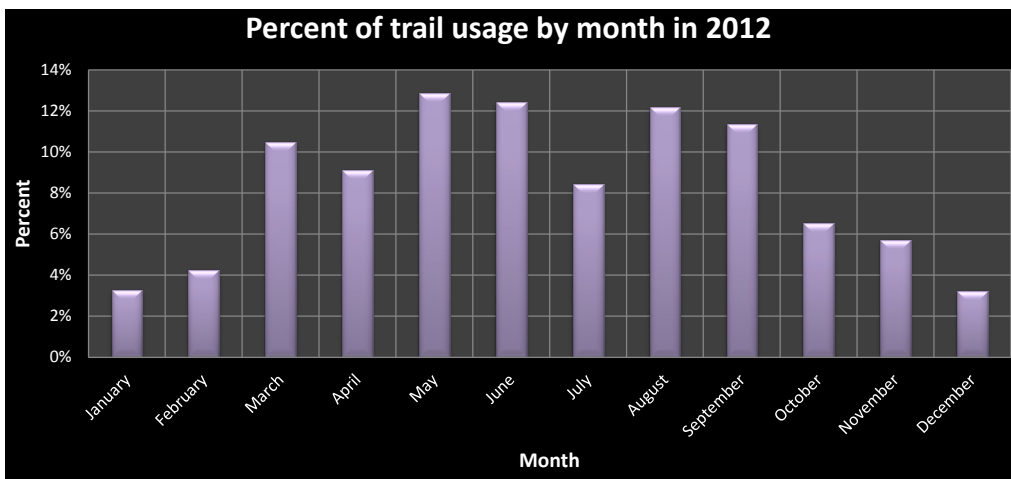
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Trail Counts

For the past few years now the City of Fort Wayne has been experimenting with user counts along segments of our local trails. Several years ago the City of Fort Wayne purchased 5 trail counters which have been strategically placed along certain segments of trails throughout the City. Since then 3 more counters have been purchased by NIRCC and are now being used.

These counters, called TRAFx Infrared Trail Counters, use a small infrared scope pointed towards the trail which detects and counts the infrared signature associated with warm, moving objects. This design allows for a variety of counts including hikers, joggers, horseback riders, snowmobiles, cyclists, etc. The counters are weather resistant and count year round in all weather conditions providing us with statistics on how our local trails are being used all year long. The accuracy of these counters is continuously monitored and it has been found that many times the counters undercount the actual number of people using the trails. Sometimes when people travel in groups and clusters the counters are unable to register each individual depending on how they are positioned.

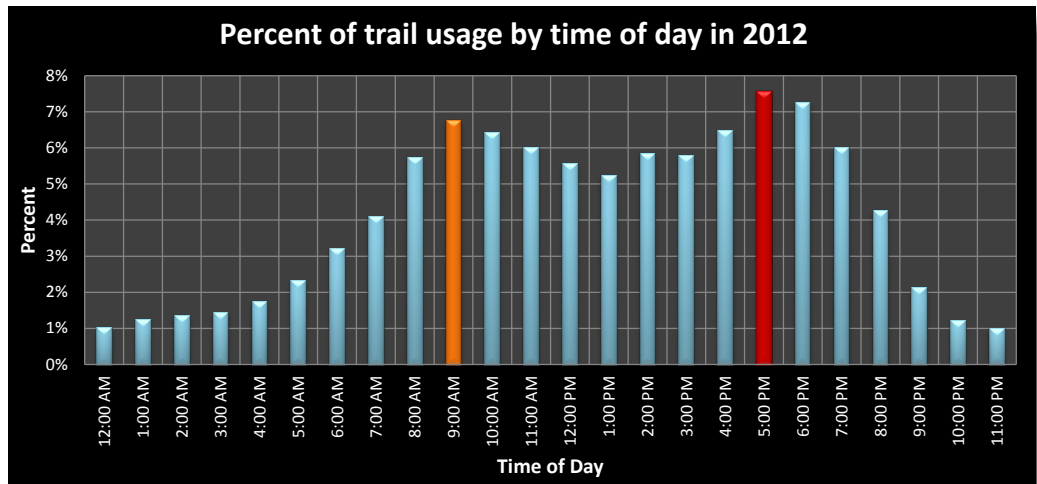
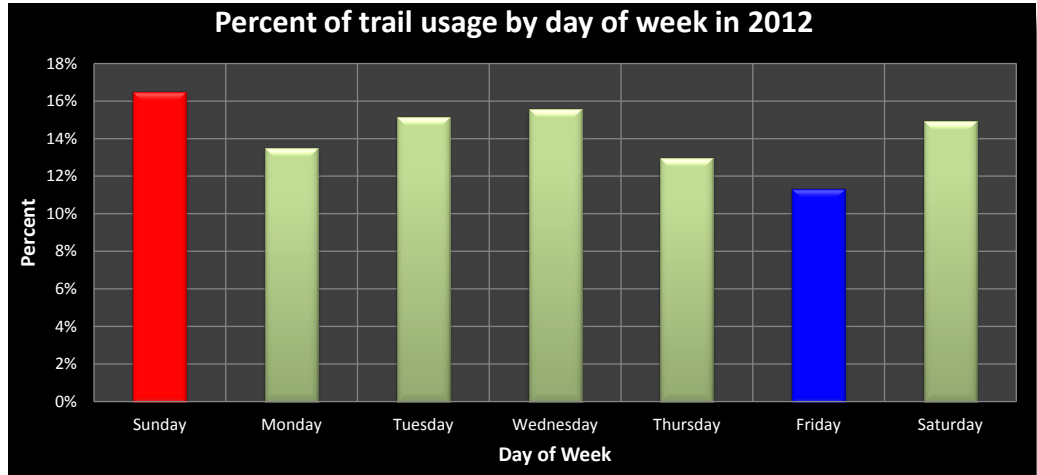


2012 was our most consistent year for trail counts. A total of over 480,000 counts were logged for the entire year. To the left you will see two charts that give an idea about how our trails are used throughout the year. The first chart shows the percentage of trail usage by month for 2012 and the second chart shows the average high temperature and precipitation for each month of the year. You will notice that March was unseasonably warm causing a spike in our trail counts for that month. Also, you will notice that with the extreme temperatures we had in July, trail counts dropped a fair amount compared with June and August. July of 2012 saw temperatures at 90 or above for 20 days that month and also reached record highs of 100 and above 5 times.

(Continued on page 4)

Trail Counts continued...

The 2 charts on the right give you an idea of what typical trail usage is like during the week and during the day. You can see in the chart for “usage by day of the week” that Sundays are the most popular day of the week for enjoying and using our local trails. You can also see that Fridays have the least amount of trail use. You may be able to assume that people enjoy recreational family time on Sundays while it’s a little difficult to get motivated on Mondays and then by Friday everyone just wants to go home and relax or begin their weekend activities after a long work week. Looking at the time of day chart you will see that usage is high from about 8 am to 7 pm but there are definitely some peak times in the morning and afternoon that are most popular.



Vehicle Miles of Travel (VMT)



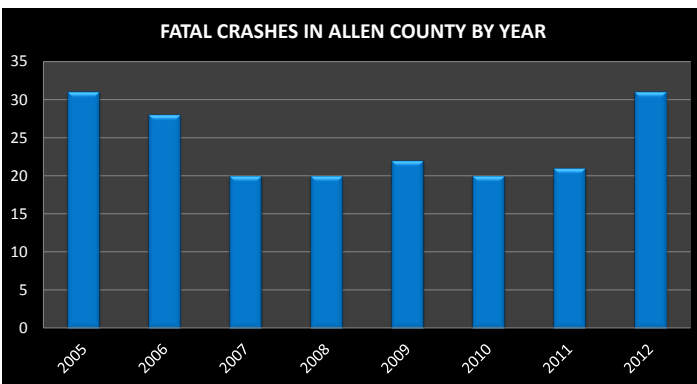
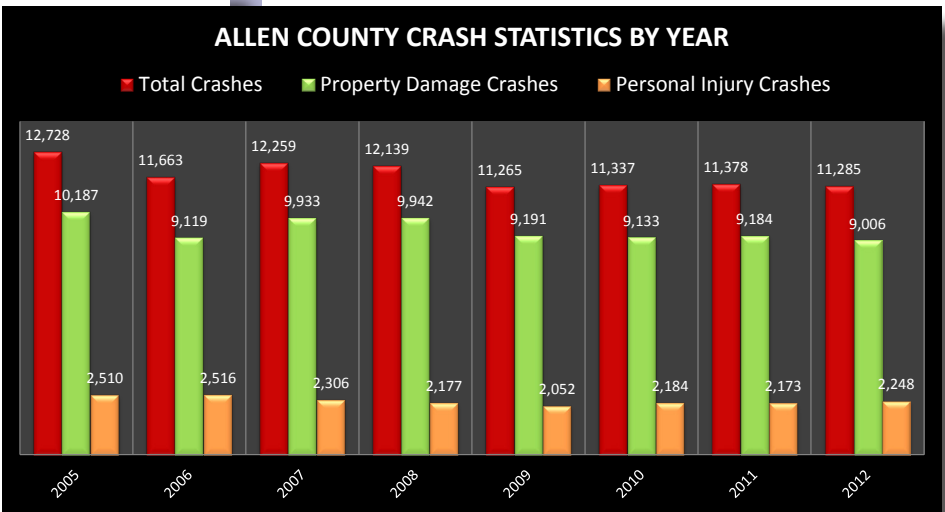
2012 Vehicle Miles of Travel (VMT) and Traffic Count Program

NIRCC has completed the Vehicle Miles of Travel (VMT) report for 2012. In 2012 there was 7,234,999 vehicle miles traveled. This is 0.99% higher than in 2011 (7,164,314 Vehicle Miles of Travel).

To calculate VMT statistics NIRCC utilizes traffic count data collected throughout the year. In 2012, approximately 1,114 locations were counted throughout Allen County. Out of these 1,114 counts collected, 229 of them were completed for the Indiana Department of Transportation. NIRCC also collects count data for other counties. NIRCC plans on working in Adams County, Allen County, and Wells County for the 2013 traffic counting program.

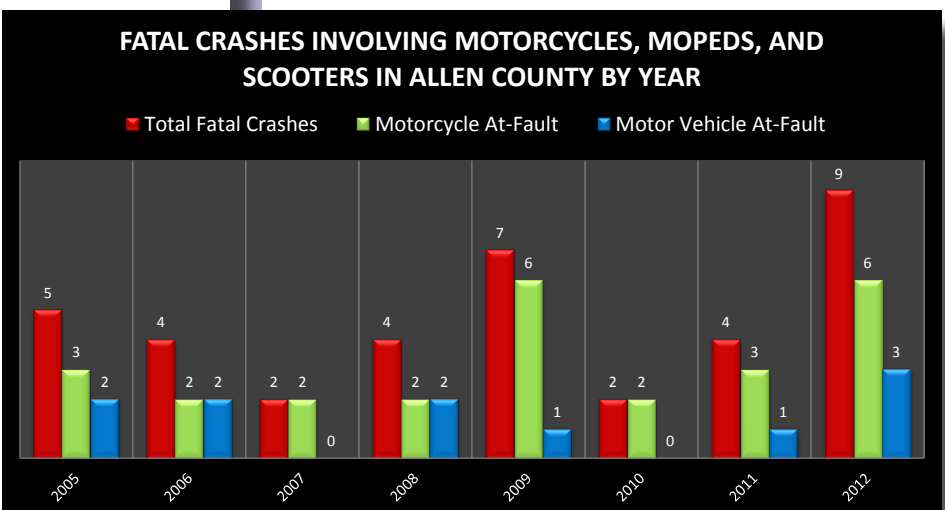
2012 Allen County Crash Data

The total number of collisions in Allen County for 2012 was the second lowest value in the past 8 years at about 11,285 (see chart to the right). Out of those 11,285 crashes there were about 9,006 crashes resulting in property damage and 2,248 resulting in personal injuries. However, since 2011, the total number of fatal crashes has increased by 32% resulting in a total of 31 for Allen County. The last year in which Allen County experienced that many was 2005. Since then, with the exception of 2006, fatal crashes have averaged around 20 per year (see the fatal crash chart below).



It is difficult to determine exactly why there was such an increase in fatal crashes for 2012. To find this out planners, engineers and law enforcement agencies have reviewed each of the crashes to get a better understanding of what is happening. They concluded that the increase was mostly due to motorcycle related collisions. The Chart to the right shows the trend of motorcycle related fatal crashes throughout the last 8 years. As you can see there was an increased number of motorcycle related fatal crashes in 2012. The chart also shows who was determined to be “at fault” in the crash. The trends show that usually the motorcyclist is at fault in these fatal crashes.

You may be wondering why motorcycle related fatal crashes went up so much in 2012. Most likely it was weather related. With one of the earliest recorded spring seasons in recent history, the riding season for motorcyclists was extended by a number of weeks. Additionally, Allen County experienced a severe drought that led to more clear and sunny days which local officials feel increased the normal number of miles traveled on motorcycles. This increase in motorcyclist exposure may be the main factor in the overall increase in fatal crashes. The Indiana Strategic Highway Safety Plan has specifically identified reducing motorcycle crashes as an emphasis area statewide. NIRCC con-



tinues to track fatal crashes and total crashes involving motorcycles to aid in local planning efforts as well.

Coordinated Transit Plan continued...

school, shopping and services, various government and social services, church, and recreational and social activities. The highest demand for transportation was on weekdays between 7 a.m. and 5 p.m. There was also significant demand for Saturday, Sunday, and Holiday service, as well as service between 5 p.m. and 7 a.m.

Even with several transportation providers within Allen County, there are several gaps in transportation service. Although not a service gap itself, funding is the primary underlying issue that has a substantial impact on the severity of the gaps in service within Allen County. Adequate funding is crucial not only to maintain existing service, but also to expand the services being provided. These gaps in service are identified and detailed in the plan, including: hours of operation, service areas, service availability, trip coordination, and consumer information. The two primary gaps however are the hours of operation and

the service areas.

This plan also develops and prioritizes strategies for each specific program to address the identified service gaps. Strategies for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program – Capital Funding focus on maintaining and increasing existing service and fleets, coordination and efficiency, and public awareness of the services and programs offered. Strategies for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities – Operational Funding focus on providing transportation above and beyond existing complimentary paratransit service and outside the current service areas and schedules.

The Plan is available at www.nircc.com. If you have questions concerning the plan, please contact Matt Vondran at (260) 449-7903 or matt.vondran@co.allen.in.us.

Bass Road and Hadley Road Intersection Project

Bass Road from Hillegas Road to Scott Road is an Allen County road widening project. Bass Road will be widened to three lanes, adding a continuous center two-way turn lane, road shoulders, sidewalk/multi-use trail improvements, and bridge and drainage improvements. Modifications to Bass Road intersections with Hadley Road, Yellow River Road and Kroemer Road are also planned. These improvements include sight distances, geometrics and adding turn lanes and traffic signals where necessary.

The preliminary engineering phase of this project began in 2009. This project has been split into phases because of the size, cost and time it will take to complete. The first phase has been identified as the Bass Road and Hadley Road intersection. The right of way phase of land acquisition began in 2012.

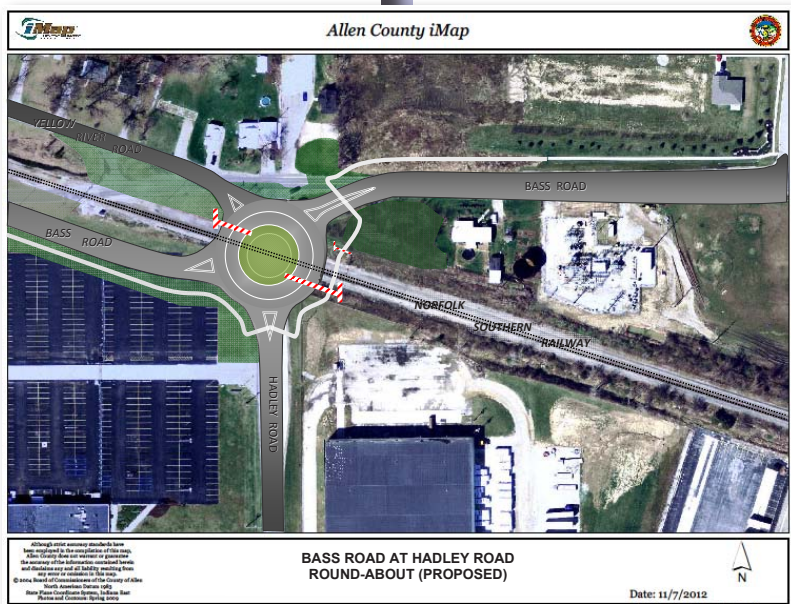
Initially the Bass Road

and Hadley Road intersection was proposed to be signalized with added turn lanes as needed. However, at the public hearing that was held in June 2012, many citizens emphasized that this would not address the safety concerns at this intersection.

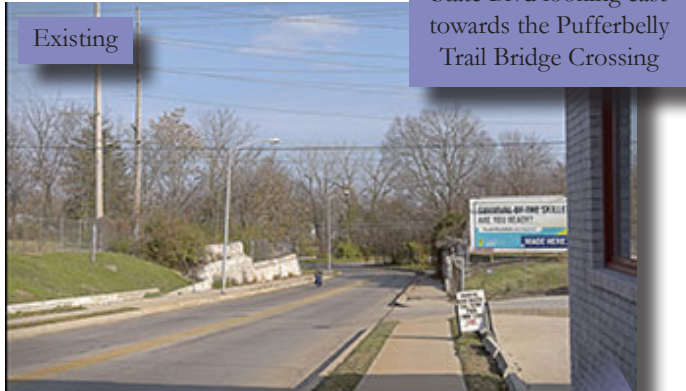
To address these comments, Allen County began investigating alternative solutions to alleviate the safety concerns at this intersection. The result of this investigation was to construct a round-about rather

than signalizing the intersection. Analyses continue to be conducted to insure this is the best way to address all the concerns at this intersection, including safety, congestion and pedestrian crossings.

Construction of the Bass Road and Hadley Road intersection is scheduled to begin in fiscal year 2014 (7/1/14 - 6/30/15).



Long Range Plan continued...



Existing

State Blvd looking east towards the Pufferbelly Trail Bridge Crossing

and presented to UTAB. A follow-up open house/citizens meeting will be held later this spring for final public input on how the two plans will be presented to UTAB for adoption.

What is the 2035 Long Range Transportation Plan you ask? There are many phases a transportation project goes through before construction begins. Inclusion in the Long Range Transportation Plan is the first step in a long process before



After - Computer Rendering



Existing

State Blvd looking west towards the Pufferbelly Trail Bridge Crossing

implementation. The long range transportation plan is a 20-25 year, comprehensive transportation plan that addresses the future needs of the transportation system. The plan includes highway, transit, bicycle, and pedestrian improvement projects and policies. The projects and policies help NIRCC, the Urban Transportation Advisory Board (UTAB) and all the various



After - Computer Rendering

jurisdictions address the future needs of the transportation system. NIRCC updates and adopts the long range transportation plan every four years. The purpose of updating the plan every four years is to ensure continuity for at least the next 20 years of planning and to allow for reassessment of priorities.

For a project to be included in the long range transportation plan, NIRCC begins by identifying needs of travel demands that are not being met by the existing system. The staff conducts various citizen meetings to get the input of the community. They also study the traffic data that is collected within the region.

After testing the weaknesses in the system, the staff proposes alternative solutions that will help meet the travel demands and enhance regional accessibility. From these alternatives, a list of all the projects that will provide the greatest benefits

is developed. The projects are presented to UTAB, and they are either adopted or denied. The projects that are adopted and are economically feasible are recommended to NIRCC for inclusion in the long range transportation plan.

After a project is included in the long range transportation plan, the next step toward completion is inclusion in the Transportation Improvement Program (TIP). The TIP is a four year program for implementing transportation projects. Due to the limited amount of local, state, and federal funding available each year for transportation improvements it is important to prioritize the projects and in some cases, implement projects through several different phases.

The phases a project goes through include preliminary engineering, right-of-way engineering and

(Continued on page 8)

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Long Range Plan continued...

acquisition, and construction. What year the phase of a project is undertaken is determined on project complexity, project cost, and available funding. The priority of projects is assessed each year when UTAB updates the TIP based on an evaluation of each project's progress and the available funding.

To see our Draft 2035 Long Range Transportation Plan, Draft TIP, and all the plans included within them go to our website at www.nircc.com. Here you can download maps and descriptions of the projects included in these plans.

