

Transportation Summary Report

NIRCC
Fiscal Year 2020



Produced by the
Northeastern Indiana Regional Coordinating Council



Table of Contents

Introduction	I
Traffic Surveillance	3
Vehicle Miles of Travel	9
Intersection and Arterial Analysis	17
Corridor Studies	25
Schwartz Road Corridor and Impact Analysis.....	28
Travel Time and Delay Studies	37
Travel Time and Delay Summary Section.....	41
Transportation Improvement Program	49
Federally and Locally Funded Highway Projects	51
Locally Funded Highway Projects	53
Transit Section.....	54
Quarterly Review Meetings	57
TITLE VI & ADA (Americans with Disabilities Act)	61
Safety Management System	65
Traffic Incident Management (TIM).....	70
Congestion Management Process	75
Intelligent Transportation Systems.....	79
Bicycle and Pedestrian Planning	85
Red Flag Environmental Investigations	95
Transit Planning Activities	103
Federal Transit Administration’s Section 5310 Program.....	103
Citilink Comprehensive Operations Analysis and Transit Development Plan..	104
Creating Livable Communities and Ladders of Opportunity	109
Northeast Indiana Water Trails Initiative.....	109
Summary	111

Figures

Figure 1: Traffic Count Links	3
Figure 2: Traffic Count Locations	4
Figure 3: Traffic Volumes	5
Figure 4: VMT by Road Class	9
Figure 5: VMT 1986-2019 Bar Chart	10
Figure 6: 1986, 2009, 2019 Annual Average Weekday VMT Pie Charts	11
Figure 7: 1986 and 2019 Annual Average Weekday VMT Comparison for Passenger Vehicles and Trucks	12
Figure 8: 1986 and 2019 Annual Average Weekday VMT Comparison of Vehicle Type by Road Classification	13
Figure 9: Completed Intersection Counts	17
Figure 10: Fiscal Year 2020 Intersections Counted Table	18
Figure 11: Fiscal Year 2020 Intersections Northbound Approach Level of Service	19
Figure 12: Fiscal Year 2020 Intersections Southbound Approach Level of Service	19
Figure 13: Fiscal Year 2020 Intersections Westbound Approach Level of Service	20
Figure 14: Fiscal Year 2020 Intersections Eastbound Approach Level of Service	20
Figure 15: Fiscal Year 2020 Intersection Counts	21
Figure 16: Completed Corridor Studies	25
Figure 17: Schwartz Road Corridor Study - Study Area Aerial	27
Figure 18: Schwartz Road Corridor Study - Study Area Map	28
Figure 19: Schwartz Road Corridor Study - Traffic Volumes	29
Figure 20: Schwartz Road Corridor Study - Potential Development	30
Figure 21: Schwartz Road Corridor Study - Trip Table	30
Figure 22: Schwartz Road Corridor Study SR 37 @ St Joe Center Rd/Irving Rd - Existing Conditions	31
Figure 23: Schwartz Road Corridor Study SR 37 @ St Joe Center Rd/Irving Rd - Scenario 1	31
Figure 24: Schwartz Road Corridor Study SR 37 @ St Joe Center Rd/Irving Rd - Scenario 2	31
Figure 25: Schwartz Road Corridor Study SR 37 @ St Joe Center Rd/Irving Rd - Scenario 3	32
Figure 26: Schwartz Road Corridor Study SR 37 @ St Joe Center Rd/Irving Rd - Scenario 4	32
Figure 27: Completed Travel Time and Delay Studies	37
Figure 28: Fiscal Year 2020 Travel Time and Delay Studies	38
Figure 29: Fiscal Year 2020 Travel Time and Delay Studies Summary Sections Pontiac St / Coliseum Blvd AM Peak	42
Figure 30: Fiscal Year 2020 Travel Time and Delay Studies Summary Sections Pontiac St / Coliseum Blvd PM Peak	43
Figure 31: Fiscal Year 2020 Travel Time and Delay Studies Summary Sections Coverdale Rd / Indianapolis Rd AM Peak	44
Figure 32: Fiscal Year 2020 Travel Time and Delay Studies Summary Sections Coverdale Rd / Indianapolis Rd PM Peak	45
Figure 33: Local/Federal TIP Projects FY 20-24	49
Figure 34: Example of a Local/Federal Project	50
Figure 35: Example of a Local/Federal Project	50
Figure 36: Example of NIRCC's Quarterly Review Sheet	58

Figures

Figure 37: Density map of 2019 crash frequencies	66
Figure 38: Density map of 2018 crash frequencies	67
Figure 39: Density map of 2017 crash frequencies	68
Figure 40: Congestion Management Network	76
Figure 41: AM V/C Ratios Exceeding 0.80	78
Figure 42: PM V/C Ratios Exceeding 0.80	79
Figure 43: Number of Hours a Traffic Link Exceeds 0.90 for NB and EB	80
Figure 44: Number of Hours a Traffic Link Exceeds 0.90 for SB and WB	81
Figure 45: Northeast Indiana United Trails Plan	86
Figure 46: Bicycle-Pedestrian Transportation Plan: Bike and Trail Plan	87
Figure 47: Bicycle-Pedestrian Transportation Plan: Trails Plan	88
Figure 48: Bicycle-Pedestrian Transportation Plan: Sidewalk Plan	89
Figure 49: Examples of United Trail Wayfinding Signs	91
Figure 50: Red Flag Analysis Projects map	95
Figure 51: Red Flag Analysis - Hillegas Rd: Water Resources Map	97
Figure 52: Red Flag Analysis - Hillegas Rd: Infrastructure Map	98
Figure 53: Red Flag Analysis - Hillegas Rd: Water Resources Table	98
Figure 54: Red Flag Analysis - Hillegas Rd: Infrastructure Table	99
Figure 55: Citilink Existing System Map	105
Figure 56: Citilink Proposed System Map per 2030 TDP	106

INTRODUCTION

The Northeastern Indiana Regional Coordinating Council (NIRCC) is designated as the metropolitan planning organization (MPO) responsible for conducting transportation planning in the Fort Wayne-New Haven-Allen County Metropolitan Planning Area. Working with other public and private agencies, NIRCC strives to implement a transportation system that assures healthy growth and orderly development in the region. One of the main goals of NIRCC is working to develop a well-coordinated, multimodal, and functional transportation system to satisfy existing and future travel demands.

NIRCC and its staff work to provide a complete transportation system, one which will enhance the efficient movement of goods and people, while promoting greater safety and maintaining a conscious regard for the quality of life. For this goal to become a reality, constant monitoring of the existing system must occur. Staff is continually collecting data on the existing system to support the short-range planning process and to identify the challenges and opportunities of the future.

This Transportation Summary Report highlights and visually illustrates some of the transportation planning activities conducted and the products produced by NIRCC during Fiscal Year 2020. The primary purpose of this report is to familiarize the reader with the techniques used by NIRCC and the resulting products to promote a better understanding of the transportation planning process in our community. Included in this report is a summary of the traffic surveillance activities, vehicle miles of travel, intersection and arterial analyses, corridor studies, travel time and delay studies, Fiscal Year 2020-2024 Transportation Improvement Program (TIP) Projects for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area, quarterly review, TITLE VI & ADA, Safety Management System (SMS) activities, congestion management, bicycle/pedestrian planning activities, Red Flag Investigation (RFI) studies, and transit planning.

Traffic Surveillance

*Studies completed by the Northeastern Indiana
Regional Coordinating Council*

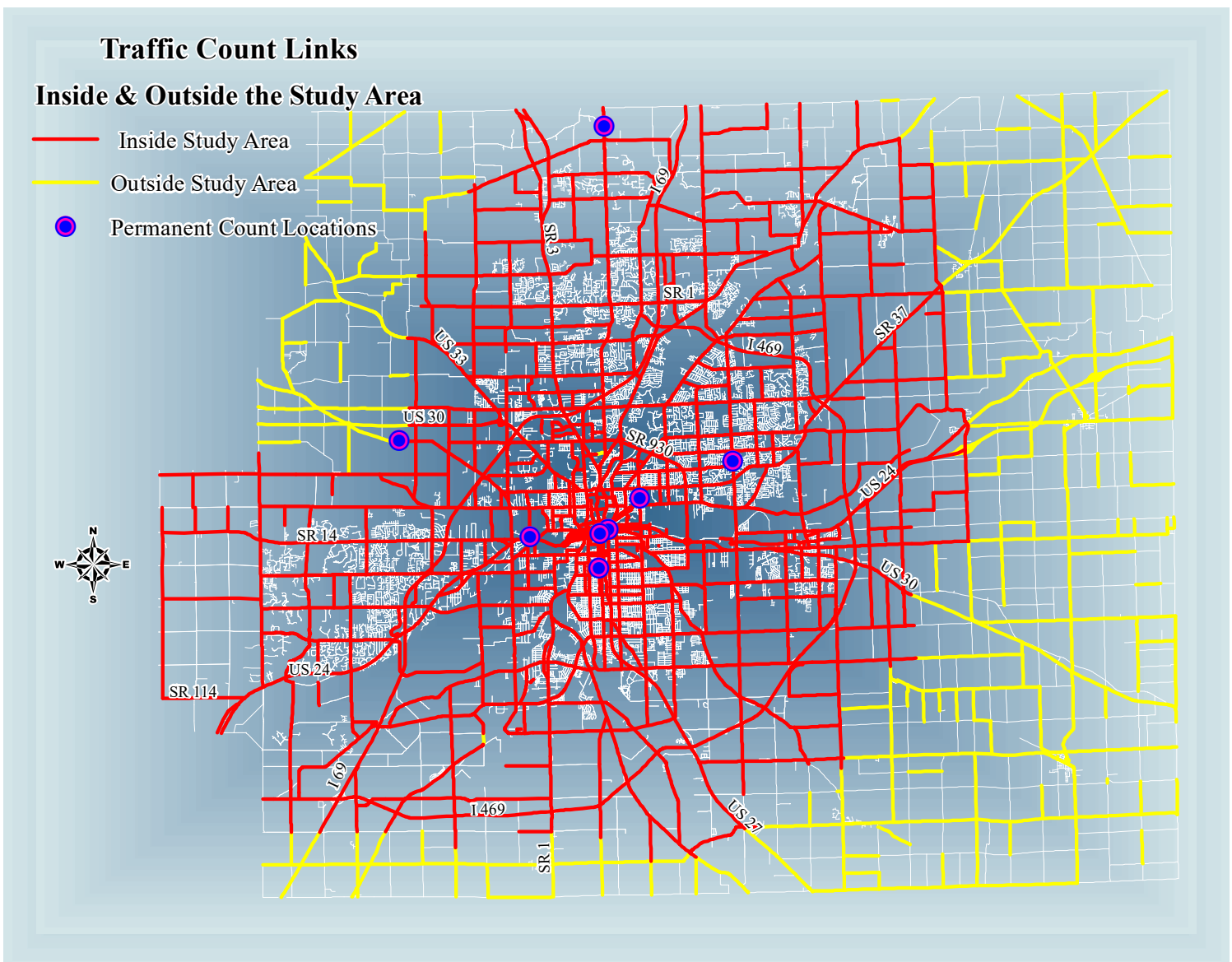
Transportation Summary Report Fiscal Year 2020

TRAFFIC SURVEILLANCE

Traffic counting provides an important base for short- and long-range transportation planning in an area. NIRCC is responsible for collecting and recording traffic count data for more than 2,000 traffic count links just within Allen County, as illustrated in figure 1. The majority of these links are located within the Metropolitan Planning Area and are shown in red. The yellow links are collected as part of our rural traffic count program. The data is collected on a rotational basis, which varies from link to link. NIRCC employs three types of counts, weekly, temporary ground counts, and classification counts.

The first type of counts are weekly counts. These are done at eight permanent local counting stations, also illustrated in figure 1. The permanent weekly counts are in locations that represent arterials and collectors in four different planning

Figure 1



areas of Fort Wayne and Allen County. The Indiana Department of Transportation (INDOT) maintains permanent counting stations on Interstate 69 and State Road 930. The data from these stations, collected each month, is used to develop monthly count factors. Monthly count factors are important because traffic volumes vary from one season to

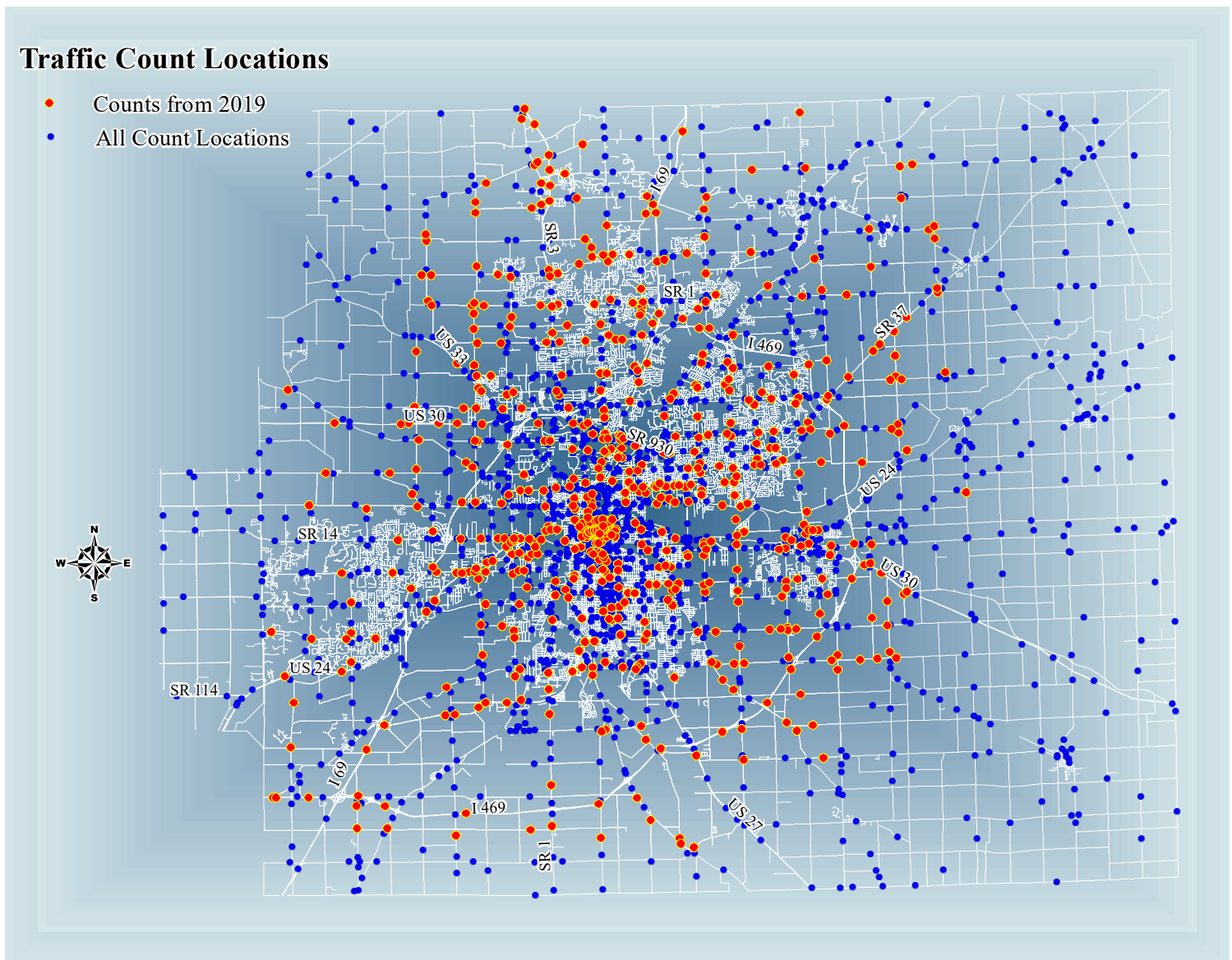


Figure 2

another for various reasons. Weather conditions, construction, economic activities and school/work schedules are just a few of the variables that cause seasonal variations in traffic flow. Traffic count data collected in November may be very different than traffic count data collected in July. Because of these differences, traffic counts throughout the year must be adjusted with these factors depending on the month and season if they are to be accurately compared. These factors are what adjust the raw traffic count data into the Average Annual Daily Traffic (AADT) volumes.

The second type of counts are temporary ground counts. In Count Year 2019 (March - December), data was collected at 684 locations within the Metropolitan Planning Area (MPA), as illustrated in figure 2. NIRCC also completed an

additional 306 counts in Adams County, an additional 5 counts in DeKalb County and an additional 374 counts in Wells County. Out of these 1,369 counts, 268 locations were collected in Adams and Wells Counties for the state program and 413 locations were collected throughout Adams and Wells Counties as part of our rural traffic count program. All of these counts are forty-eight hour, weekday counts that are conducted region-wide and adjusted for vehicle axle variability and seasonal variability. These counts fulfill three main objectives:

- 1) sample locations to estimate vehicle miles of travel, 2) sample highway performance monitoring system locations, and 3) collect coverage and special counts for planning and analysis purposes.

The last type of traffic counts are traffic classifications. Classification counts are conducted at selected locations to determine the frequency of various vehicle types. This data is collected, summarized, and then recorded as a component of the transportation characteristic file. The amount of truck traffic at a sampled location is the critical information

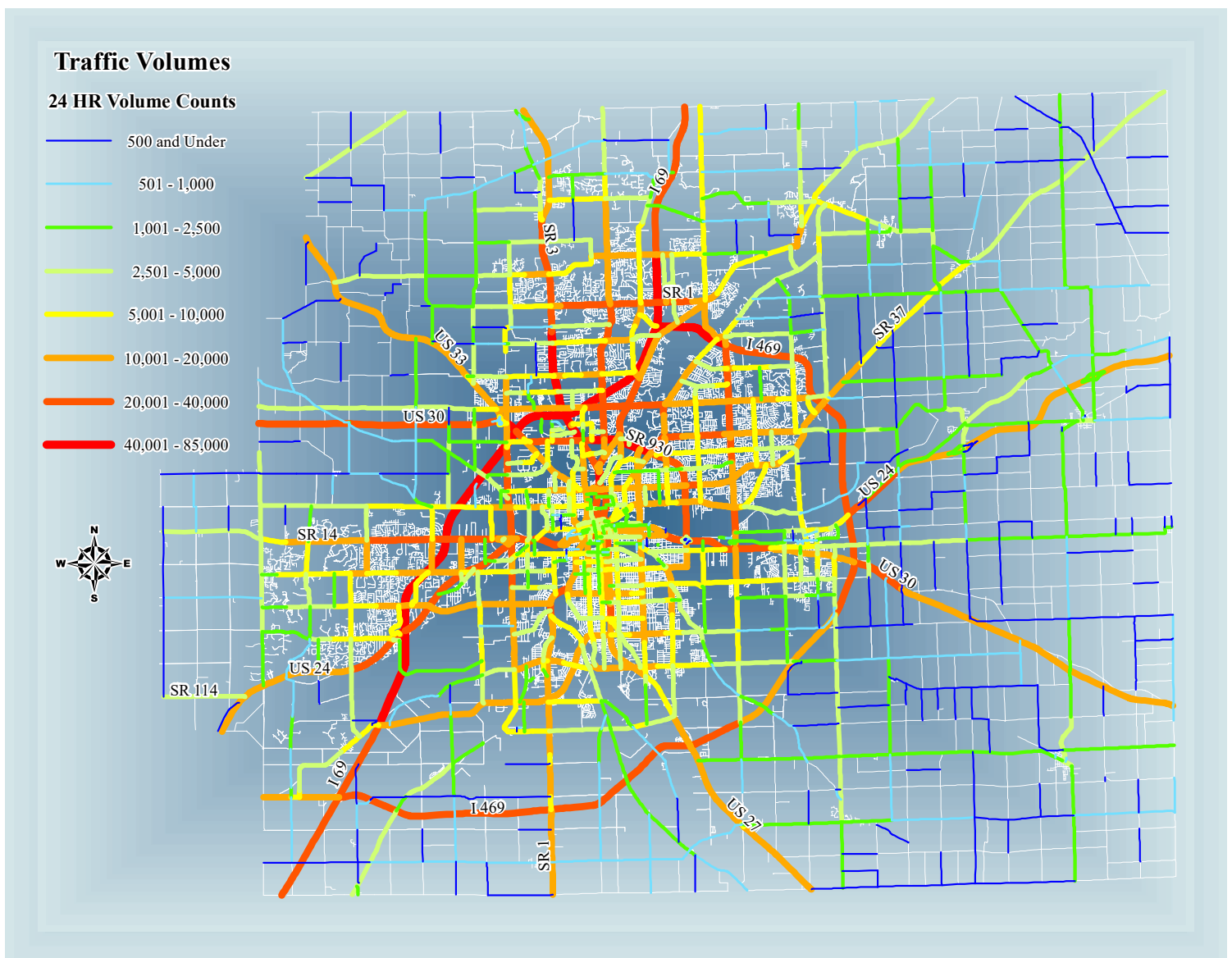


Figure 3

collected by classification counts. The information is used for general system monitoring and for augmenting the data needs of Highway Performance Monitoring System (HPMS) sections and several management systems.

Figure 3 provides the range of traffic volumes present throughout Allen County. Some of the traffic count links shown in figure 1 and figure 3 exhibit links that may look unconnected or isolated. These links appear this way because they are usually part of the local road type samples or the railroad inventory count locations. Since most of the links are not functionally classified, they do not illustrate the continuity that the other links reveal.

Vehicle Miles of Travel

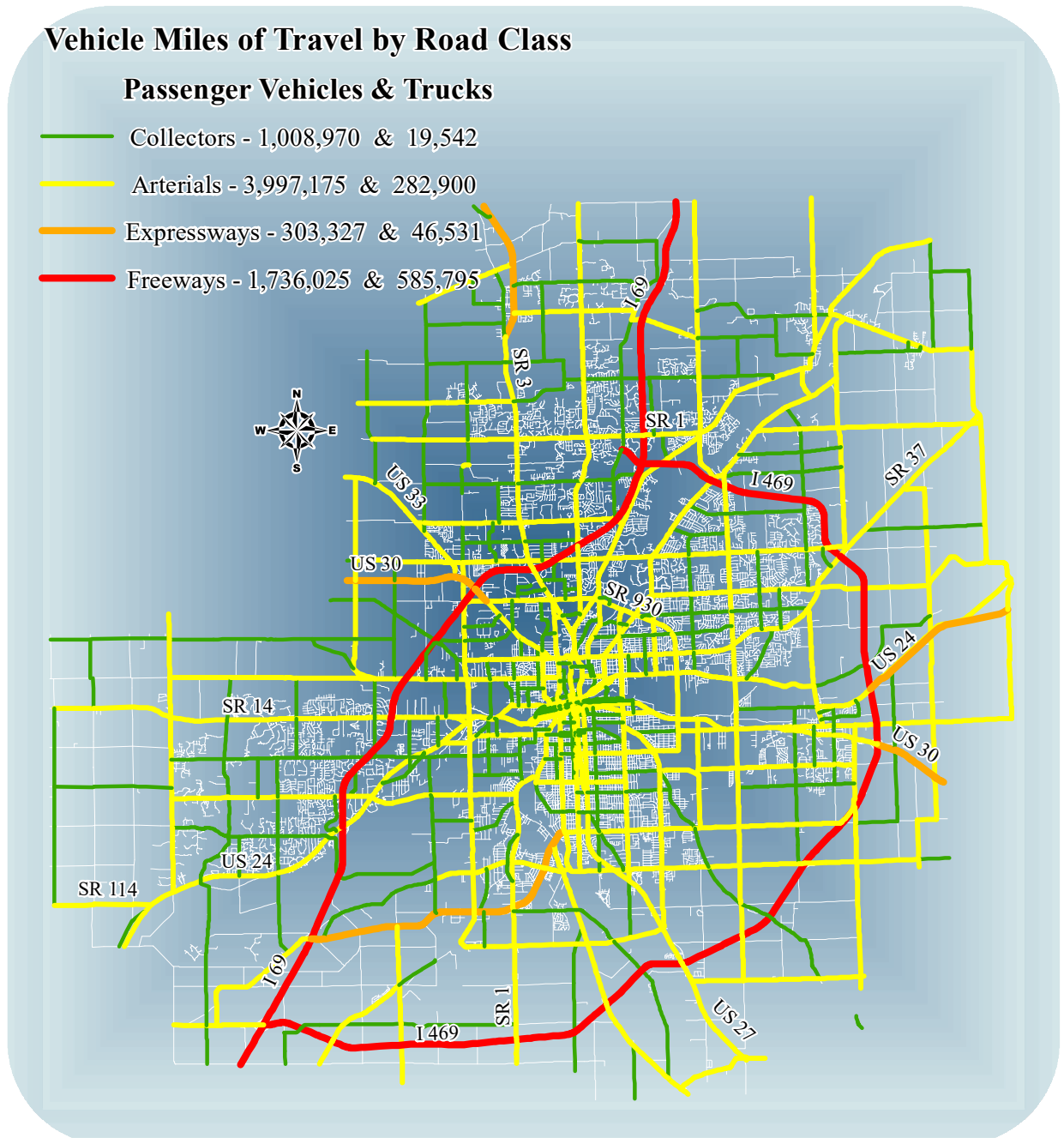
*Studies completed by the Northeastern Indiana
Regional Coordinating Council*

Transportation Summary Report Fiscal Year 2020

VEHICLE MILES OF TRAVEL

The purpose of the vehicle miles of travel (VMT) estimate is to provide a measurement of regional traffic growth. The VMT estimate incorporates several factors that influence quality of travel within a region including traffic volume, length and type of roadway facility, seasonal traffic variations, and vehicle types. The VMT estimate has been published annually for the region beginning in Fiscal Year 1986. With each annual estimate, NIRCC staff has attempted to improve its sampling and analytical skills to produce the most reliable estimate possible. Region wide, vehicle miles of travel increased from 7,877,195 in 2018 to 7,980,264 in 2019. This represents an increase of 1.31 percent. The VMT increased on freeways (5.64%), on expressways (18.61%), and on collector streets (1.32%) and decreased on arterial streets (-2.04%) over the previous year. The VMT is illustrated for 2019 in figure 4.

Figure 4



The changes in VMT from year to year can be attributed to a number of possibilities. The most evident reason for VMT changes can be accredited to the increase or decrease in the amount of travel. Other factors that can affect the increase or decrease in VMT can include the price of gasoline, unemployment rates, automobile operating costs, and weather. Another factor could be due to reclassifying roadways based on usage type. This was the case for the large increase in Expressway miles for 2019 which was the first year US 24 E was classified as an Expressway.

The bar chart shown in figure 5 displays the annual VMT estimates for the past 34 years spanning from 1986 to 2019 for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area. It also provides a benchmark for VMT displaying the first estimate done in 1986. These VMT estimates do not include the number of vehicle miles traveled on the local streets. The amount of local samples NIRCC collects is not sufficient to calculate a reliable VMT estimate. For the most part, the general trend shown on the chart shows only slight changes in total VMT throughout the 34 year period but a significant increase since the inception of VMT in 1986. The VMT is anticipated to level out or continue to slightly increase. Even though gas prices and economic hardships may slightly change the growth patterns of VMT, there still seems to be factors that will continue to keep the VMT increasing a little even though some years experienced a slight decrease. These factors include an increase in automobile ownership per family, the spread of development, suburb to suburb travel, a rise in the percentage of two-income families, and other lifestyle changes.

Figure 5

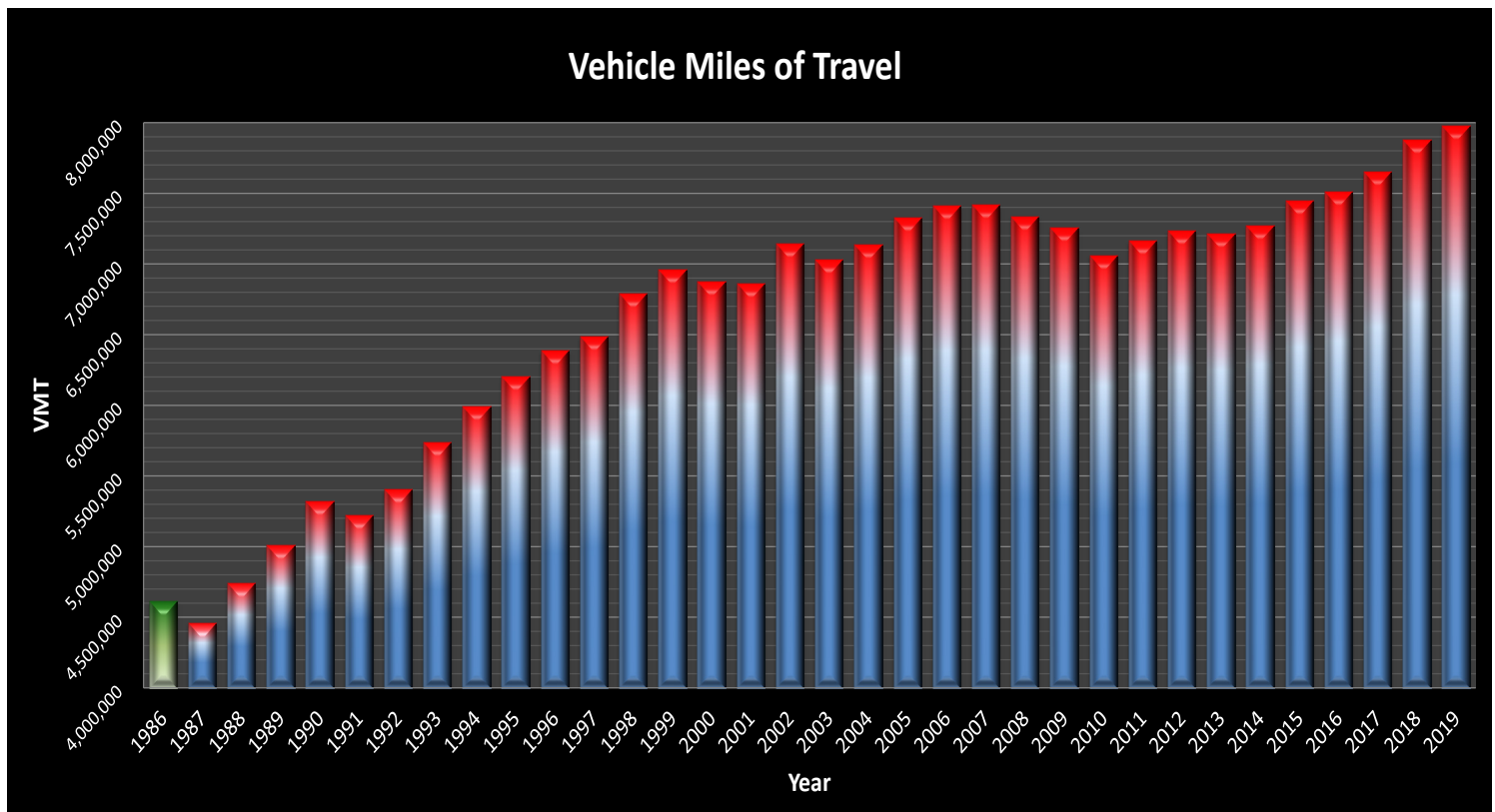
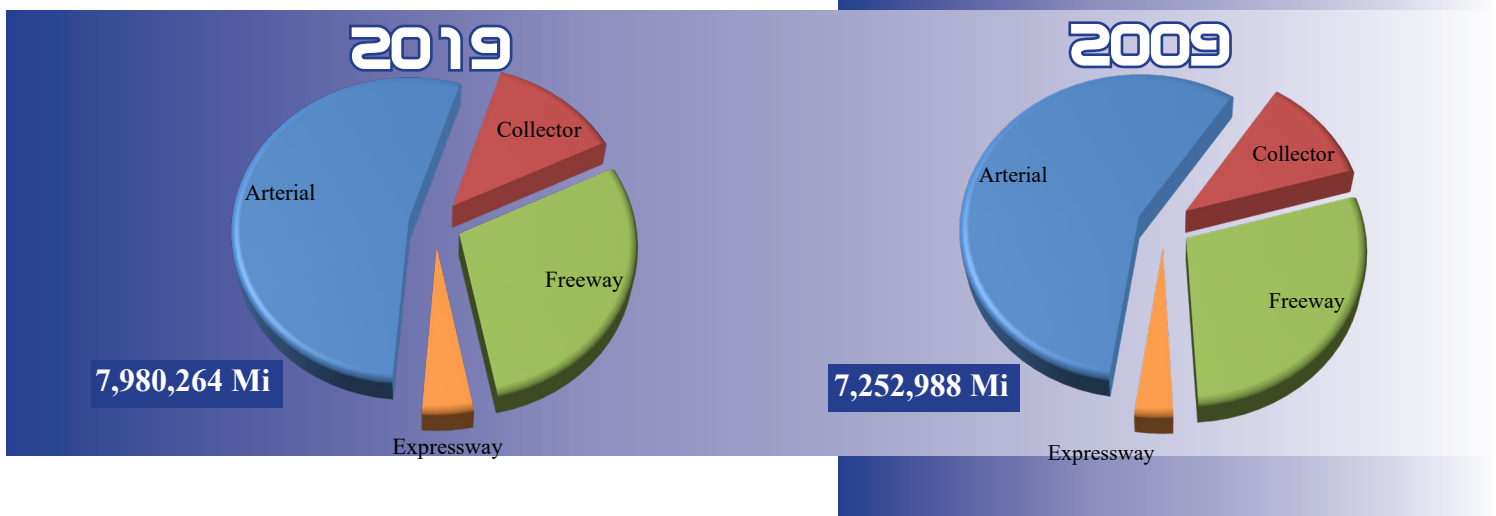


Figure 6 presents three pie charts that represent the proportions of VMT by street classification for the years 1986, 2009, and 2019. As you can see, the proportions of traffic in 1986 are different compared to the proportions of traffic in 2009 and 2019. Freeway traffic increased significantly while Arterial usage decreased. The main reason for these changes can be attributed to the opening of Interstate 469. The first year that Interstate 469 was included in the VMT estimates was in 1996. The addition of Interstate 469 caused a large shift of traffic from the arterial streets to the new freeway system.

Figure 6
Annual Average Weekday VMT

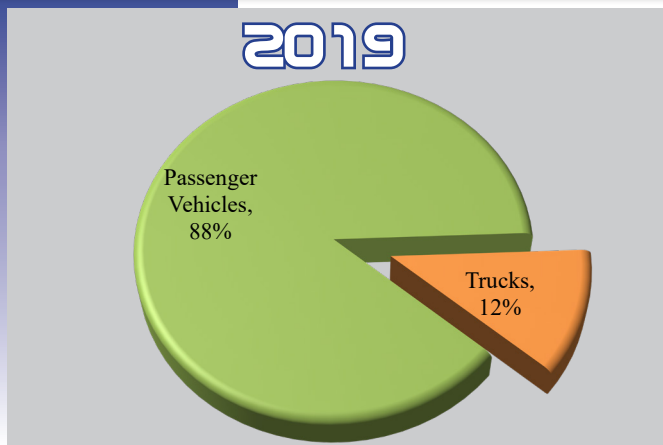
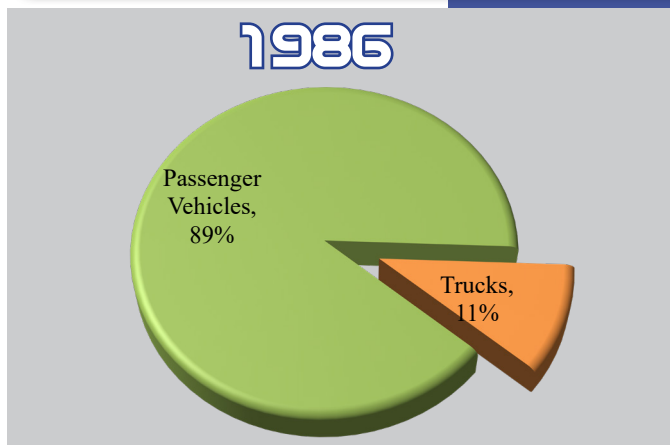


The VMT is also broken down to show the annual average VMT for passenger vehicles and trucks. The pie charts contained in figure 7 illustrate the VMT for 1986 and 2019. The proportion of truck traffic compared to passenger vehicle traffic is almost identical in 1986 and 2019. A further breakdown of the proportionate usage of passenger vehicles versus trucks on the different road classifications shows some interesting differences between 1986 and 2019. Even though the proportion of truck traffic compared to passenger vehicle traffic is nearly the same for these two years, the distribution of traffic on arterials and freeways are much different. As previously mentioned, the traffic distributions between arterials and freeways changed significantly when Interstate 469 was included into the VMT estimates. The most significant change in traffic distribution between 1986 and 2019 came from the Annual Average weekday VMT totals for trucks. The pie charts show how much of an impact Interstate 469 has made between 1986 and 2019. The utilization of the freeway system has alleviated a significant amount of truck traffic from the arterials.

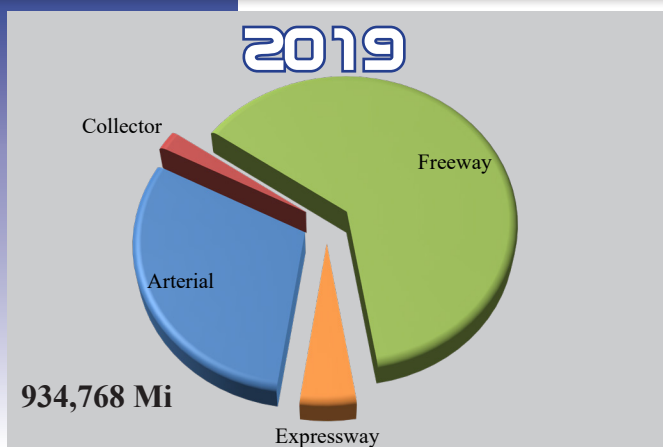
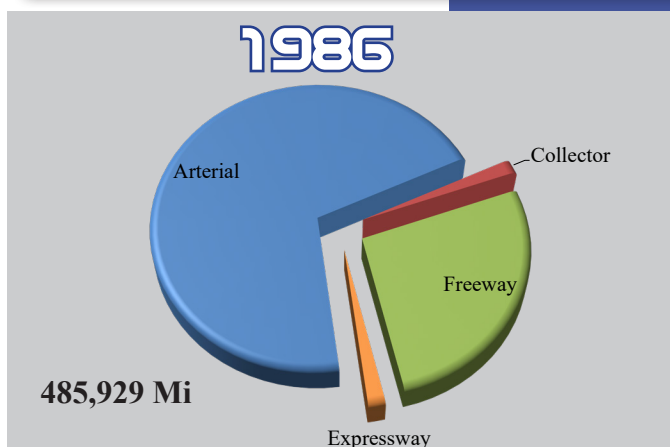
The pie charts contained in figure 8 illustrate the proportion of passenger vehicle traffic versus truck traffic for each type of road classification. Even though the amounts of truck traffic and passenger vehicle traffic significantly changed

Figure 7

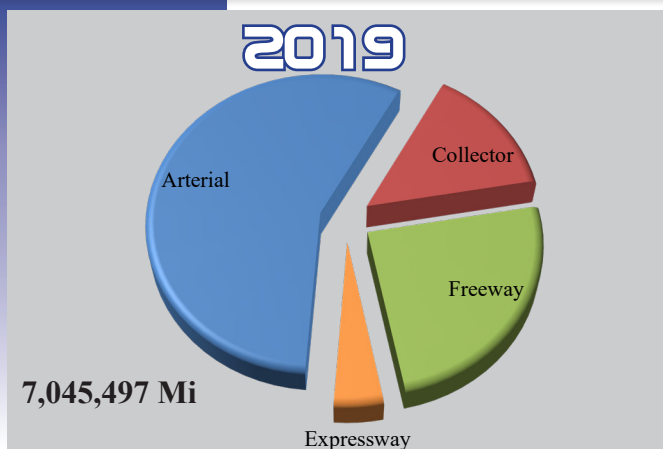
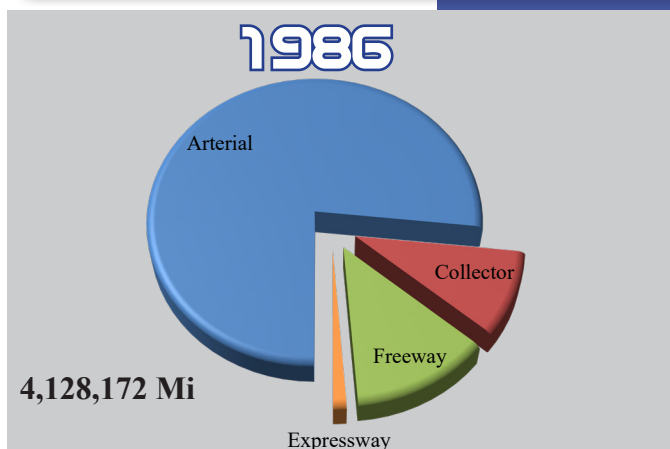
Annual Average Weekday VMT for Passenger Vehicles compared to Trucks



Annual Average Weekday VMT for Trucks



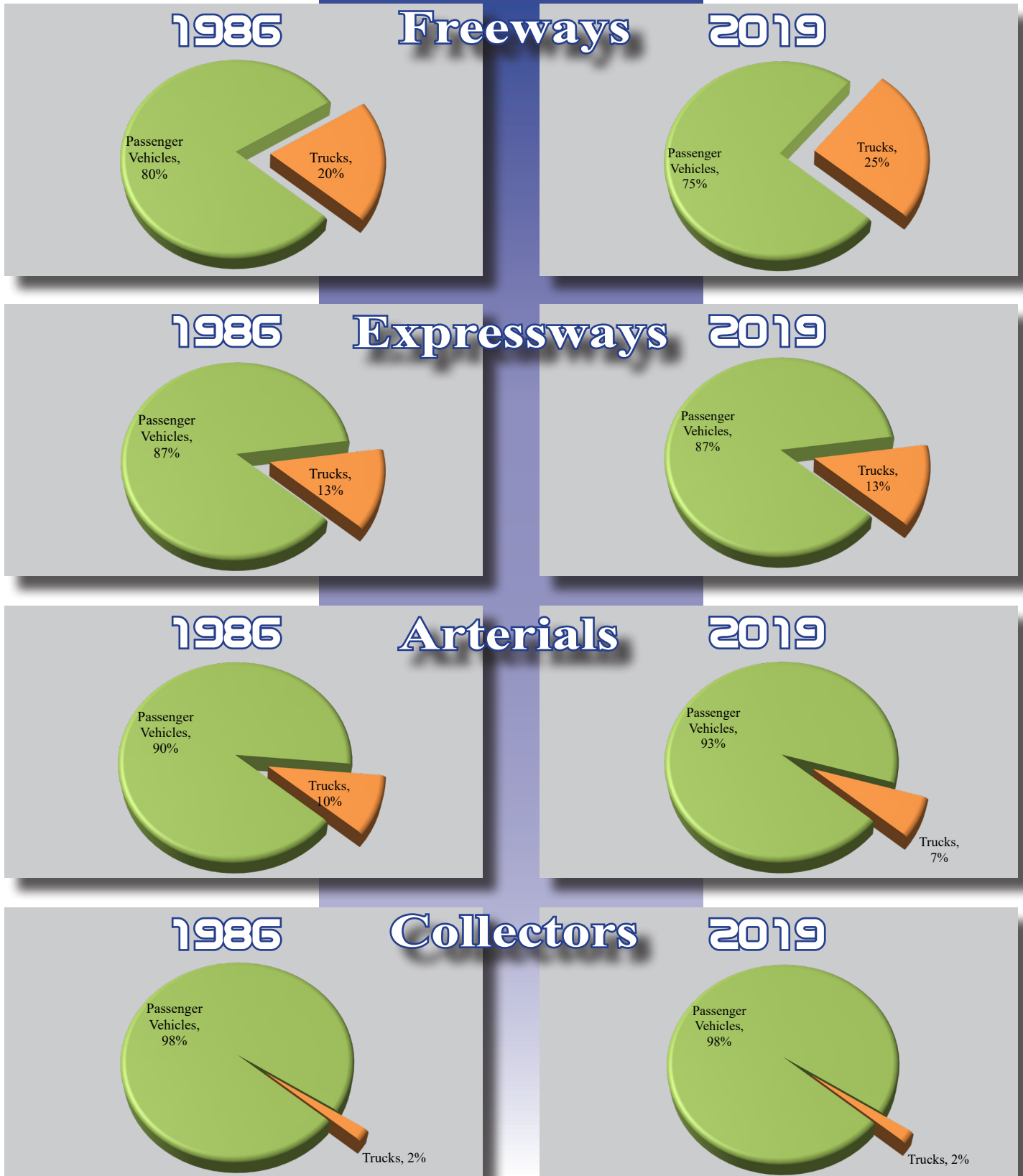
Annual Average Weekday VMT for Passenger Vehicles



for some of the road classifications, the proportions of passenger vehicles and trucks for each road classification remained very similar between 1986 and 2019.

Figure 8

Percentage of Annual Average Weekday VMT for Passenger Vehicles Compared to Trucks



Intersection and Arterial Analysis

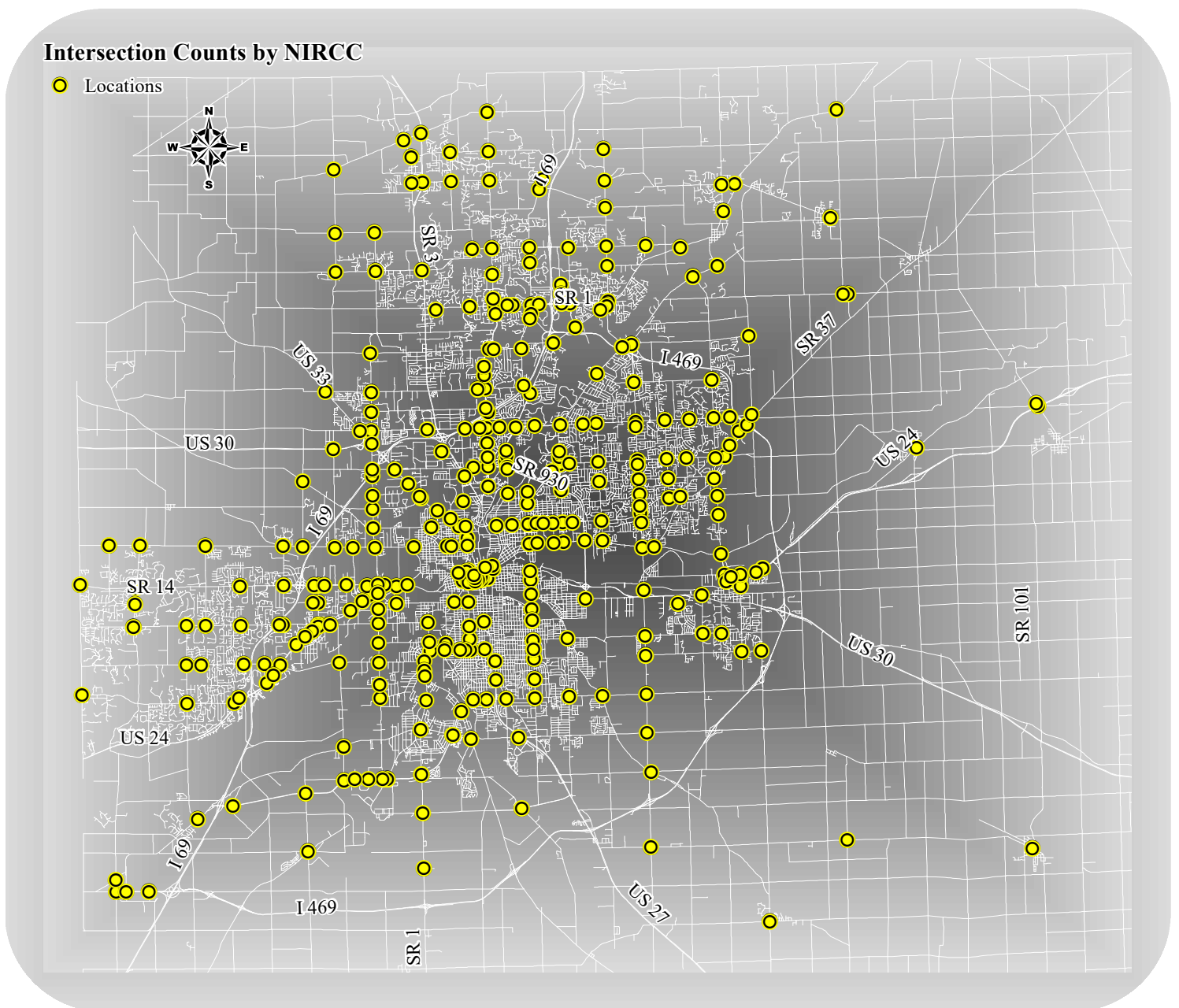
*Studies completed by the Northeastern Indiana
Regional Coordinating Council*

Transportation Summary Report Fiscal Year 2020

INTERSECTION AND ARTERIAL ANALYSIS

NIRCC also conducts intersection and arterial analyses. Staff studies intersections within Allen County and examines their performance characteristics. These studies are conducted based on requests from the City of Fort Wayne, the City of New Haven, the Allen County Highway Department, and the Indiana Department of Transportation to evaluate problems and concerns with specific intersections. Figure 9 illustrates all the intersections that have been studied by NIRCC in the past. In Fiscal Year 2020, NIRCC evaluated 14 intersections which are listed in the table contained in figure 10. Out of these 14 intersections, 10 were signalized and 4 were unsignalized.

Figure 9



The targeted measures of effectiveness for intersections are delay and capacity. The level of service (LOS) of an intersection is defined alphabetically A through F, A being the best LOS and F being the worst. The LOS is based on the average delay (measured in seconds) experienced at an intersection. Level of service cannot be calculated when the volume to capacity ratio (V/C) exceeds 1.2 for an individual group. The level of service for each of the intersections counted in Fiscal Year 2020 are illustrated in figures 11 through 14 for each approach. These levels of service are only based on the peak hour for each intersection.

In order to qualify for a traffic signal, intersections must meet one or more of the primary volume signal warrants or both all-way stop warrants as described in the Manual on Uniform Traffic Control Devices 2009 Edition. The intersections reviewed for signal warrants along with other types of intersection analyses in Fiscal Year 2020 are illustrated in figure 15.

Figure 10

Signalized Intersections
<ul style="list-style-type: none"> • Auburn Rd / Cook Rd • Auburn Rd / Dupont Rd • Cold Springs Blvd / Cook Rd • Coldwater Rd / Cook Rd • Coldwater Rd / Dupont Rd • Cook Rd / Huguenard Rd • Covington Rd / Homestead Rd • Freeman St / Taylor St • Hessen Cassel Rd / Paulding Rd • Reed Rd / Trier Rd
Unsignalized Intersections
<ul style="list-style-type: none"> • Coldwater Rd / Ludwig Rd • Covington Rd / W Hamilton Rd • Green St / Summit St • Rothman Rd / Wheelock Rd

Figure 13

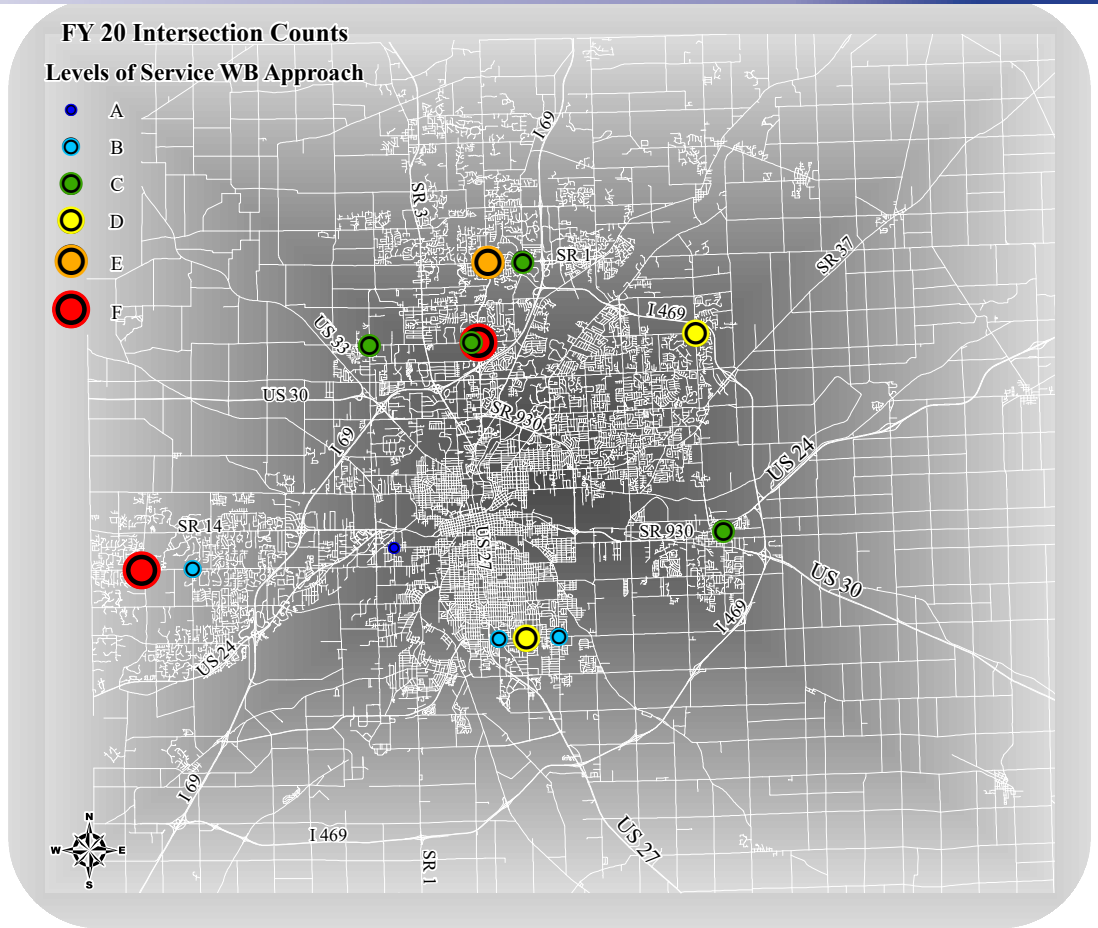
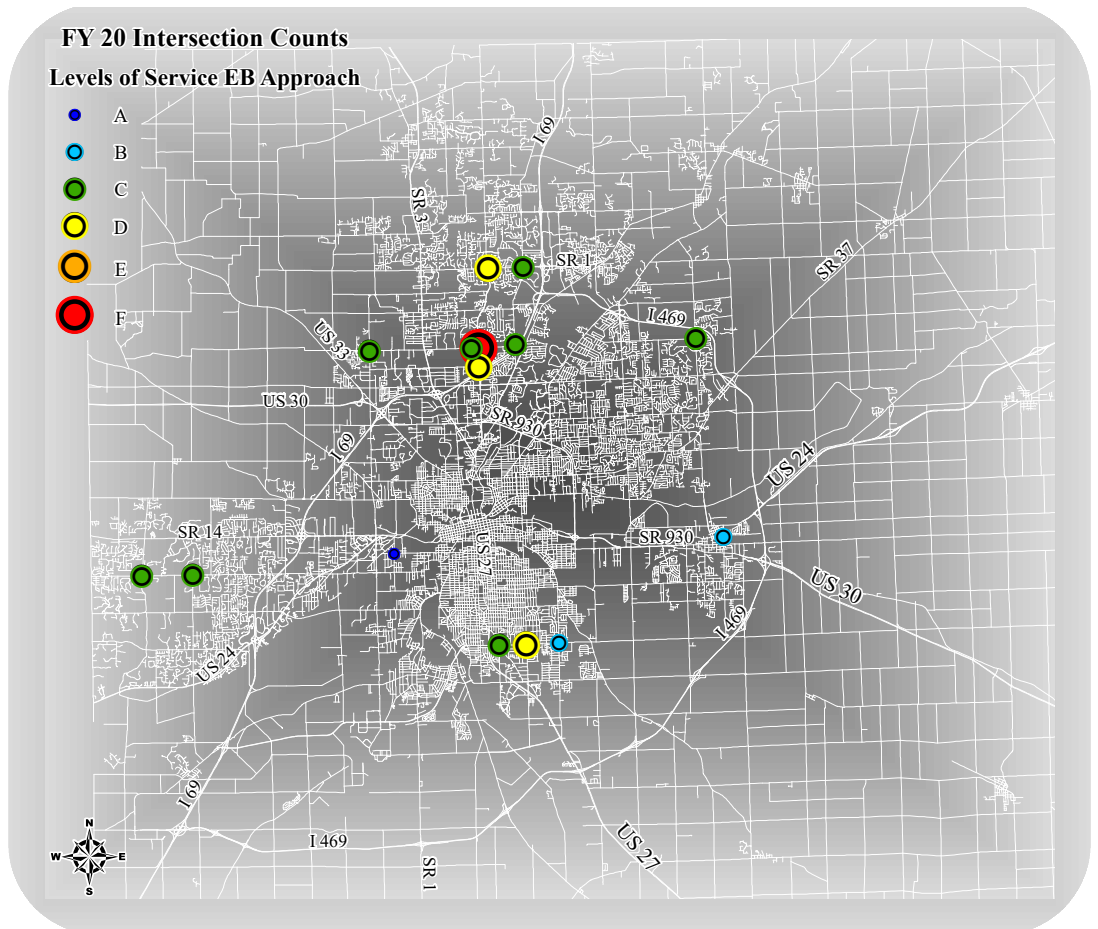
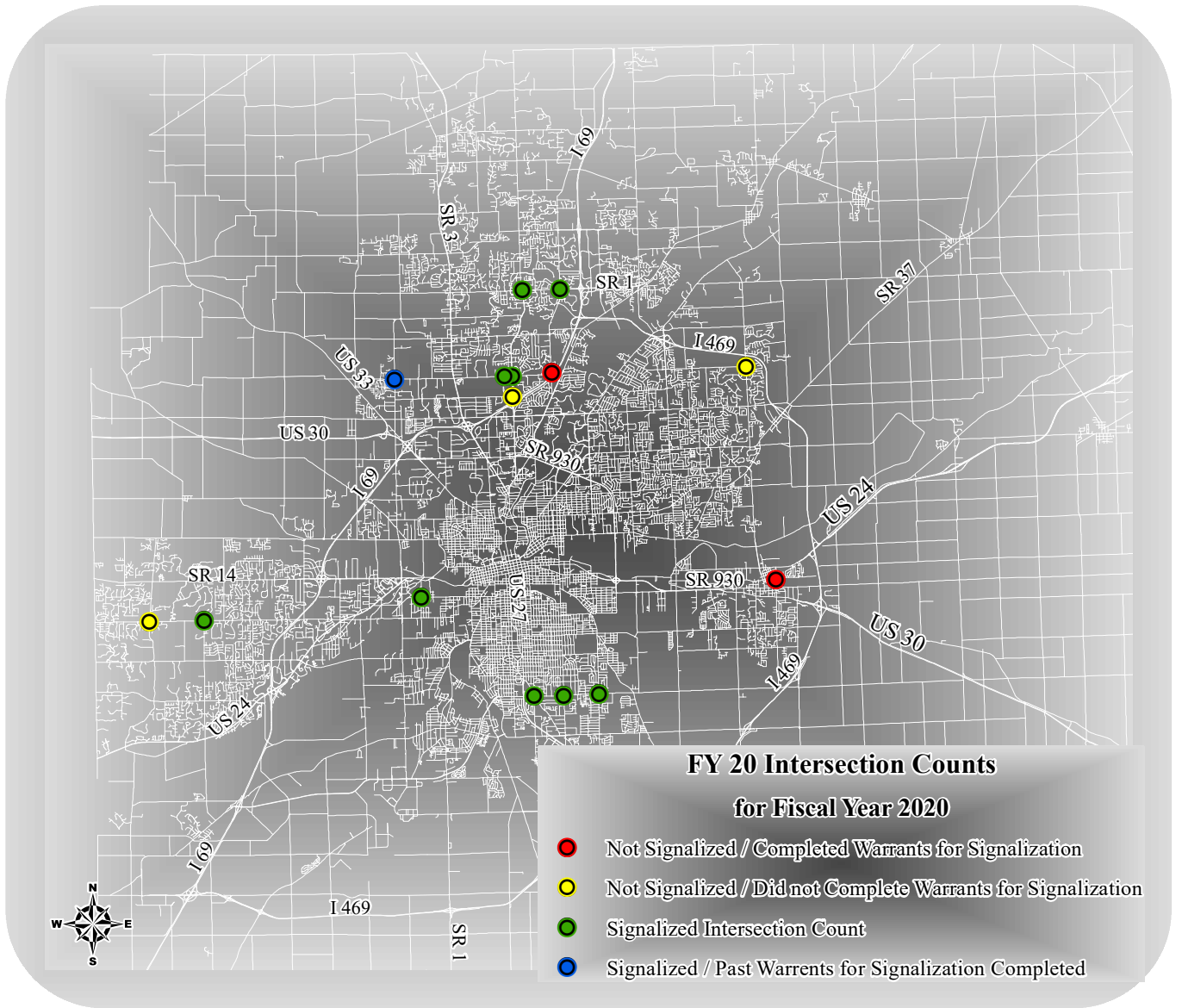


Figure 14



* These levels of service are only based on the peak hour for each intersection.

Figure 15



Corridor Studies

A decorative graphic element consisting of a vertical blue gradient bar on the left and a horizontal blue gradient bar at the top, both transitioning from light to dark blue.

*Studies completed by the Northeastern Indiana
Regional Coordinating Council*

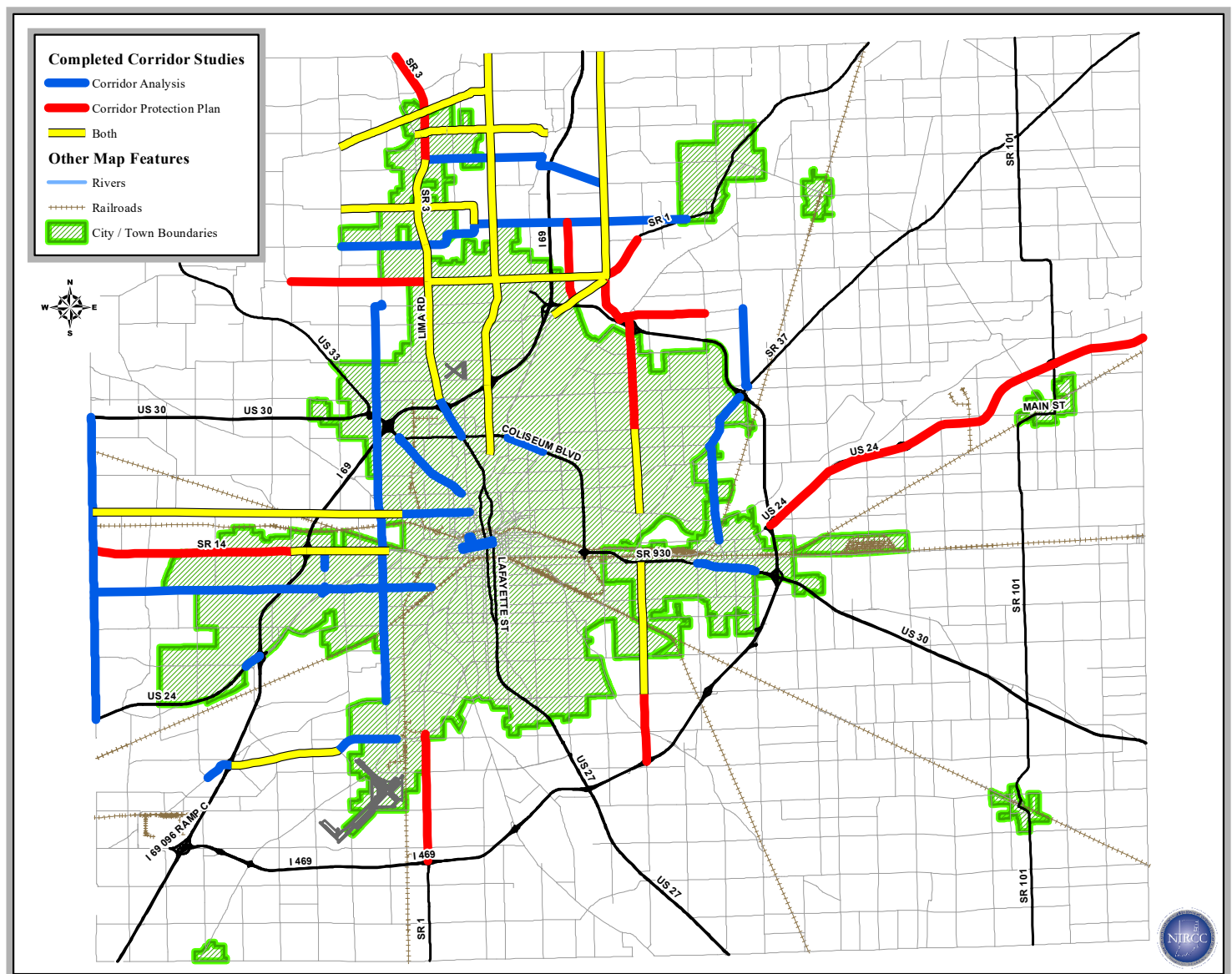
Transportation Summary Report Fiscal Year 2020

CORRIDOR STUDIES

Another activity conducted by NIRCC is the study of corridors throughout Allen County. There are two types of studies that are used to evaluate different aspects of the corridors: corridor and impact analysis studies and corridor protection studies and plans. Figure 16 illustrates the corridor studies that have been completed by NIRCC.

The main purpose of a corridor and impact analysis is to evaluate traffic impacts of future developments on an existing corridor, as well as locations that are in need of current or future infrastructure improvements. The corridor analysis estimates the number of new trips from anticipated developments that will be added to an existing facility to examine the changes of service level. When service levels fall below acceptable levels, recommendations are tested to

Figure 16



accommodate future traffic and relieve anticipated congestion problems along the corridor. Information provided by a corridor and impact analysis helps in developing a corridor protection plan that can be an efficient tool for mitigating potential congestion.

Corridor protection studies and plans evaluate and identify optimal access points along corridors for future developments and improvements. The adoptions of these plans facilitate efforts to resolve existing congestion and mitigate future problems. The recommendations from the plans aid local officials, planners, and developers during future development by protecting the integrity of the corridor from detrimental access.

Besides the traditional corridor studies which often only analyze one corridor or set of continuous corridors, NIRCC also performs a study called a sub-area analysis. A sub-area analysis analyzes a number of corridors within a given area or development. Information and materials produced by this type of analysis provide local policy-makers with an additional tool for assessing the impacts of new and expanding development to an area. The analysis focuses on assessing the current and future operating characteristics of the corridors and develops alternative strategies to improve safety and mitigate congestion. Staff looks at highway, transit, pedestrian and bicycle access as the major components of the analysis. Staff also evaluates how facilities, both within and outside of the analysis area, interact with each other and impact the current and future traffic patterns.

In Fiscal Year 2020, NIRCC completed one corridor and impact analysis. NIRCC completed the Schwartz Road corridor and impact analysis which was initiated by NIRCC in FY20 due to the developments within the area. The Study starts at Flutter Road on the north end and ends at St Joe Center Road on the south end. The intersection of State Road 37 and St Joe Center Road was also included in the study. This corridor and impact analysis study area can be seen in figure 17.

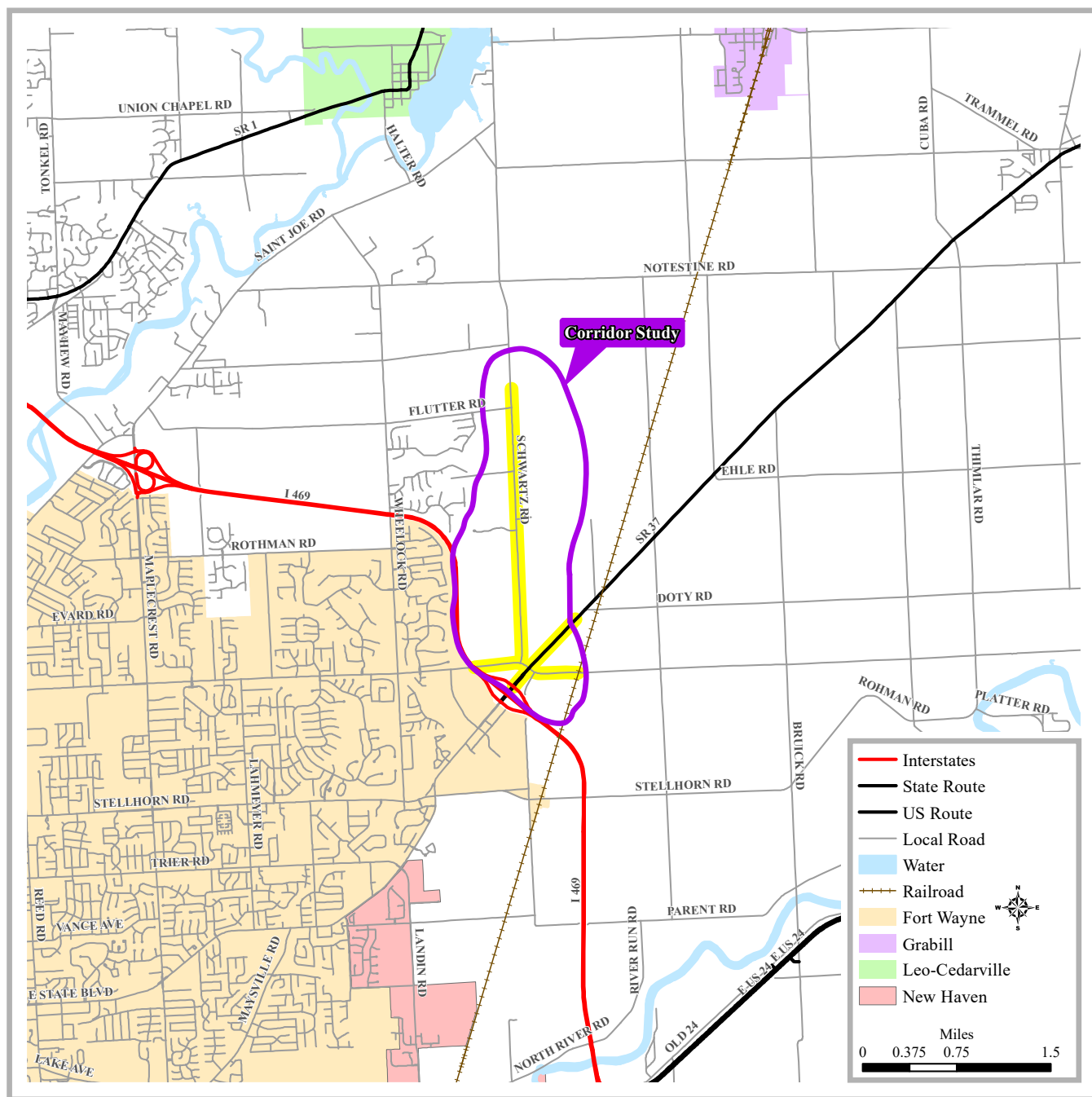
Figure 17



Corridor and Impact Analysis Study Airport Expressway Corridor and Impact Analysis

The main purpose of this corridor and impact analysis is to evaluate traffic impacts of proposed roadway projects and future developments on an existing corridor. The study of Schwartz Road was initiated by NIRCC in FY 20 due to the developments along the corridor. This study focuses on the section of Schwartz Road from Flutter Road to St Joe Center Rd and also includes the intersection of St Joe Center Road and State Road 37 (figure 18). The analysis for this study calculated and examined existing conditions and estimated future changes to the levels of service (LOS) based

Figure 18



on current and projected traffic volumes and with the planned future improvements.

LOS is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. LOS is based upon the average stopped delay per vehicle for various movements within the intersection. LOS “A” describes operations with very low delays; most vehicles do not stop at all. LOS “C” describes operations with longer delays; stopping vehicles are significant but many still pass without stopping. LOS “F” describes operations with delays unacceptable to most drivers; the intersection is exceeding capacity. When service levels fall below acceptable levels,

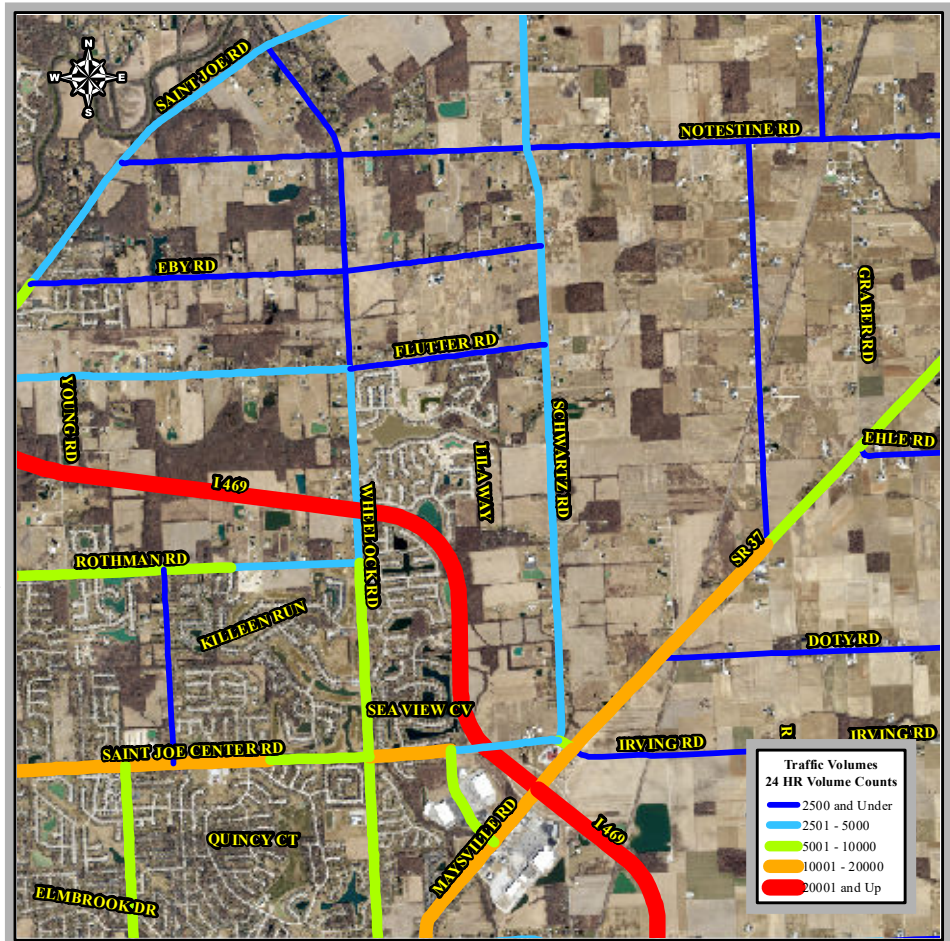
recommendations are tested to accommodate future traffic and relieve anticipated congestion problems along the corridor. These studies also identify problem areas and develop recommendations for roadway improvements.

Schwartz Road is classified as a Rural Major Collector and is a north/south corridor on the northeast side of the City of Fort Wayne and Allen County. Traffic volumes along the Schwartz Road corridor range from 4,400 vehicles per day to almost 5,000 vehicles per day (figure 19). Also, traffic volumes along State Road 37 near the intersection of St Joe Center Rd are as high as 16,250 and St Joe Center Road traffic near the intersection of State Road 37 ranges as high as 7,250. Figure 18 shows the entire corridor in relation to the City of Fort Wayne and Allen County.

The study examines the following scenarios:

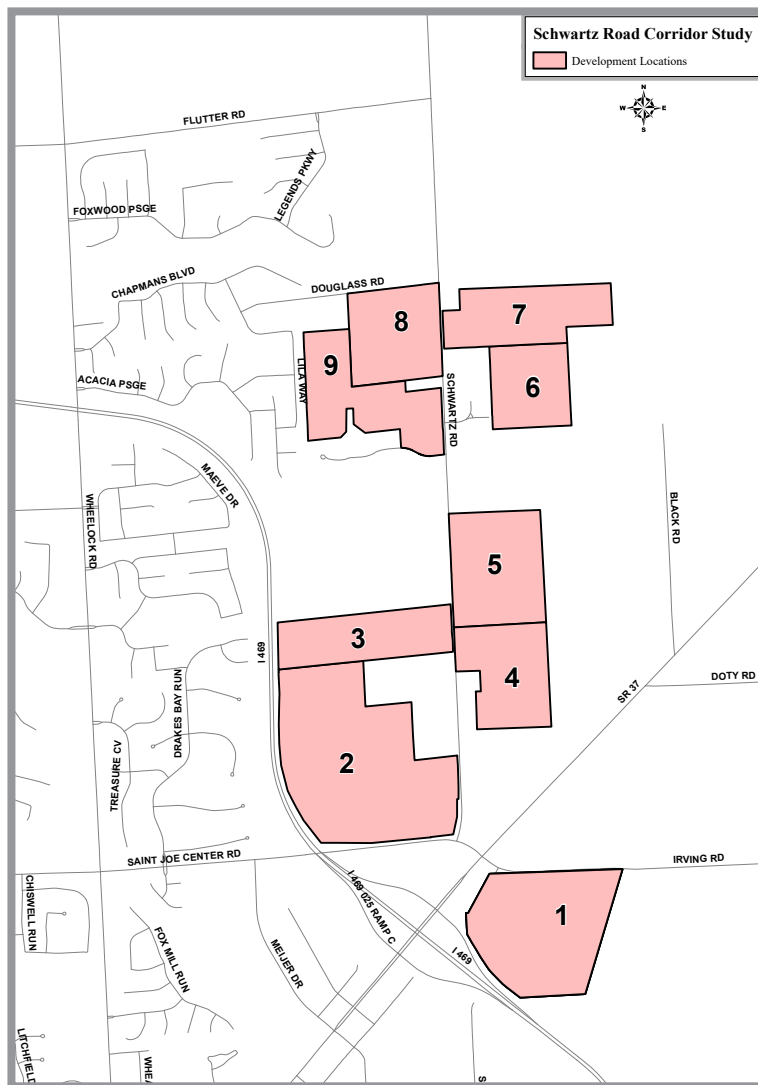
- Existing Conditions
- Scenario 1: Existing volumes + traffic generated by the proposed developments and the Irving Rd parcel consisting of a mixed use of Hospital, Medical Offices, and General Office Park.
- Scenario 2: Existing volumes + traffic generated by the proposed developments and the Irving Rd parcel consisting of Medical Offices only.

Figure 19



- Scenario 3: Existing volumes + traffic generated by the proposed developments and the Irving Rd parcel consisting of General Office Park only.
- Scenario 4: Existing volumes + traffic generated by the proposed developments and “No Build” on the Irving Rd parcel.

Figure 20



There is potential for a number of developments along the Schwartz Road corridor, the surrounding area, and potential for a mixed use development near the intersection of St Joe Center Road and State Road 37. Figure 20 shows the proposed and potential development locations studied. Figure 21 shows an example table from the report which shows the number of trips these proposed and potential developments may generate.

The Schwartz Road Corridor study focused on three intersections which included the following: State Road 37 at St Joe Center Road/Irving Road, St Joe Center Road at Schwartz Road, and Flutter Road at Schwartz Road.

The following page shows an example of the State Road 37 at St Joe Center Road/Irving Road intersection analysis. Existing conditions and four scenarios were analyzed for this intersection

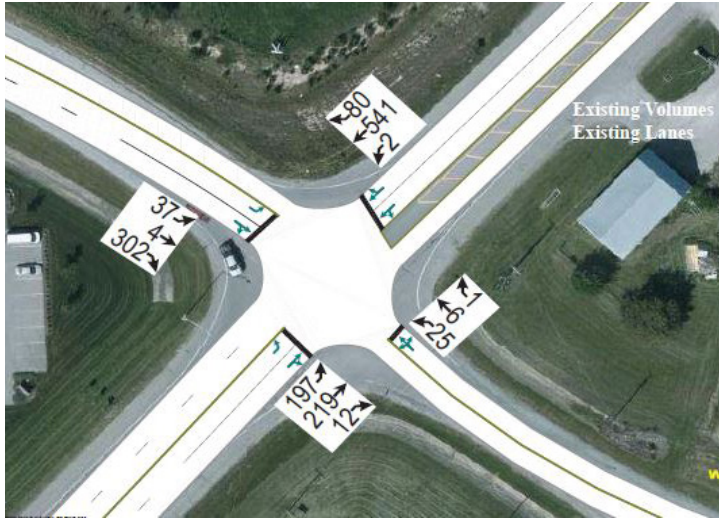
Figure 21

showing impacts of current and future development (see figures 22-26). This analysis also generated proposed projects and the resulting level of service changes to compare with existing conditions.

Table: New Trips from Developments

Site	Landuse	Daily	AM Peak		PM Peak	
			Enter	Exit	Enter	Exit
1	Scenario 1 - Mix use of a Hospital, Medical Office, and General Office Park	9,764	729	141	237	728
	Scenario 2 - Medical Offices	8,070	492	139	306	594
	Scenario 3 - General Office Park	9,532	966	84	149	847
	Scenario 4 - No Build	0	0	0	0	0
2	Single Family Residential ~115 Acres	2,995	73	163	208	107
3	Single Family Residential ~40 Acres	1,042	26	57	72	37
4	Single Family Residential ~40 Acres	1,042	26	57	72	37
5	Single Family Residential ~50 Acres	1,302	32	71	90	47
6	Single Family Residential ~30 Acres	781	19	43	54	28
7	Single Family Residential ~40 Acres	1,042	26	57	72	37
8	Single Family Residential ~40 Acres	1,042	26	57	72	37
9	Single Family Residential ~150 Lots	1,428	28	85	95	55

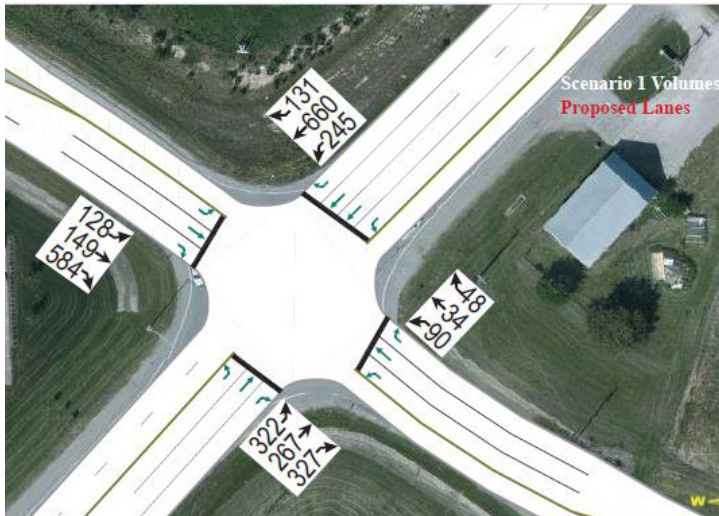
Figure 22



Existing Conditions: (figure 22 - AM Peak)

Figure 22 shows the geometry at this intersection, along with the current a.m. peak volumes. The intersection analysis indicates that this intersection is currently operating at a Level of Service (LOS) “B” for a.m. and p.m. peak hours after the intersection was signalized in August of 2019.

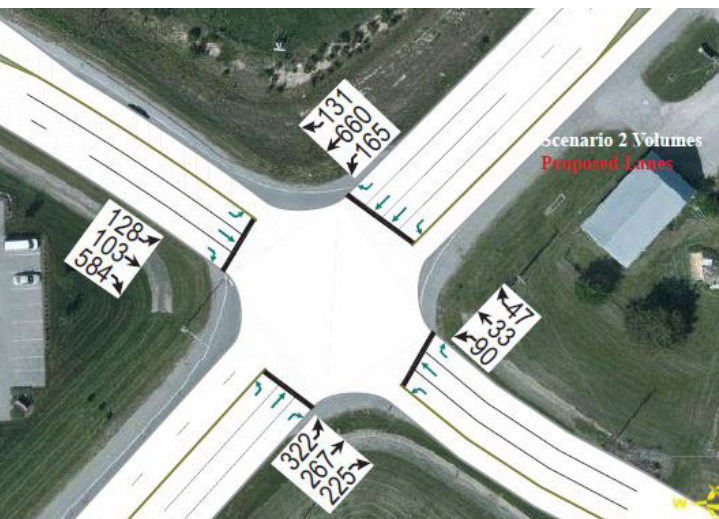
Figure 23



Scenario 1: - Mixed use of a Hospital, Medical Offices, and General Office Park (figure 23 - AM Peak)

The intersection will operate at a LOS “F” for a.m. and p.m. peak hours with the added trips of scenario 1. The intersection can be improved to a LOS “D” during the a.m. peak and LOS “C” during the p.m. peak hours with added exclusive turn lanes on all approaches. See Figure 23 for the a.m. peak volumes and proposed lane configurations.

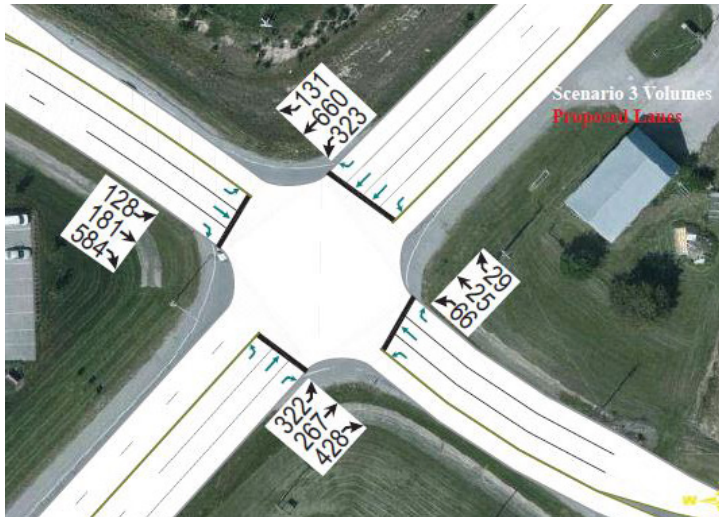
Figure 24



Scenario 2: - Medical Offices only (figure 24 - AM Peak)

The intersection will operate at a LOS “F” for a.m. and p.m. peak hours with the added trips of scenario 2. The intersection can be improved to a LOS “D” during the a.m. peak and LOS “C” during the p.m. peak hours with added exclusive turn lanes on all approaches. See Figure 24 for the a.m. peak volumes and proposed lane configurations.

Figure 25



Scenario 3: - General Office Park only (figure 25 - AM Peak)

The intersection will operate at a LOS “F” for a.m. and p.m. peak hours with the added trips of scenario 3. The intersection can be improved to a LOS “C” during the a.m. peak and LOS “D” during the p.m. peak hours with added exclusive turn lanes on all approaches. See Figures 25 for the a.m. peak volumes and proposed lane configurations.

Figure 26



Scenario 4: - No Build on Irving Road (figure 26 - AM Peak)

The intersection will operate at a LOS “D” for a.m. and p.m. peak hours with the added trips of scenario 4 with the existing lane configurations. See Figure 26 for the a.m. and peak volumes and existing lane configurations.

The following gives a summary of the recommended improvements from the corridor analysis. If you would like any additional information about this corridor analysis or would like to see the full report please contact NIRCC.

The recommended improvements are listed below based on each scenario’s traffic flow projections:

Scenario 1:

- The State Rd 37 / St Joe Ctr Rd: Intersection improvement - Add additional exclusive turn lanes on all approaches.
- The St Joe Ctr Rd / Schwartz Rd: Intersection improvement - Signalization and lane modifications on the north, east, and west approaches. Installation of a Roundabout is an option.
- The Flutter Rd / Schwartz Rd: No recommendations at this time.

Scenario 2:

- The State Rd 37 / St Joe Ctr Rd: Intersection improvement - Add additional exclusive turn lanes on all approaches.

- The St Joe Ctr Rd / Schwartz Rd: Intersection improvement - Signalization and lane modifications on the north, east, and west approaches. Installation of a Roundabout is an option.
- The Flutter Rd / Schwartz Rd: No recommendations at this time.

Scenario 3:

- The State Rd 37 / St Joe Ctr Rd: Intersection improvement - Add additional exclusive turn lanes on all approaches.
- The St Joe Ctr Rd / Schwartz Rd: Intersection improvement - Signalization and lane modifications on the north, east, and west approaches. Installation of a Roundabout is an option.
- The Flutter Rd / Schwartz Rd: No recommendations at this time.

Scenario 4:

- The State Rd 37 / St Joe Ctr Rd: Intersection improvement - No recommendations at this time.
- The St Joe Ctr Rd / Schwartz Rd: Intersection improvement - Signalization and lane modifications on the north, east, and west approaches. Installation of a Roundabout is an option.
- The Flutter Rd / Schwartz Rd: No recommendations at this time.

Travel Time and Delay Studies

*Studies completed by the Northeastern Indiana
Regional Coordinating Council*

Transportation Summary Report Fiscal Year 2020

TRAVEL TIME & DELAY STUDIES

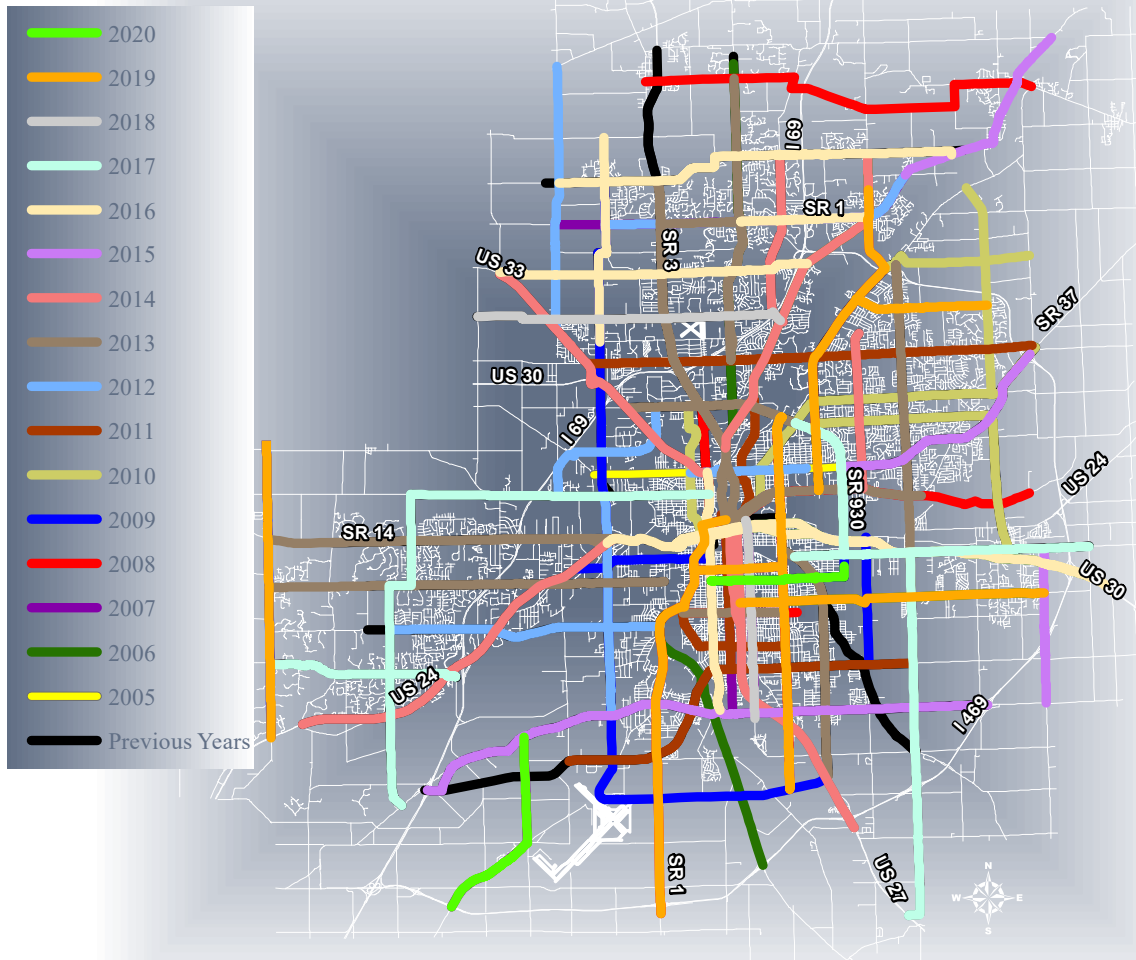
Another activity conducted by NIRCC is the travel time and delay studies. Figure 27 illustrates the travel time and delay studies that have been completed since Fiscal Year 1999. Travel time is one method to measure the congestion in the transportation system. It is essential for proper evaluation of the system because time is one of the most compelling and accurate yardsticks of the efficiency of street and highway service. Travel time is defined as the total time for a vehicle to complete a designated trip over a section of the road or from a specific origin to a specific destination. The studies conducted by NIRCC use the “average speed” method to obtain the travel time and delay data.

The following lists some of the uses that travel time data provide.

- *Identification of problem locations on facilities by virtue of high travel times and delay.*
- *Measurement of arterial level of service.*
- *Input into transportation planning models.*
- *Evaluations of route improvements.*
- *Input to economic analysis of transportation alternatives.*

Figure 27

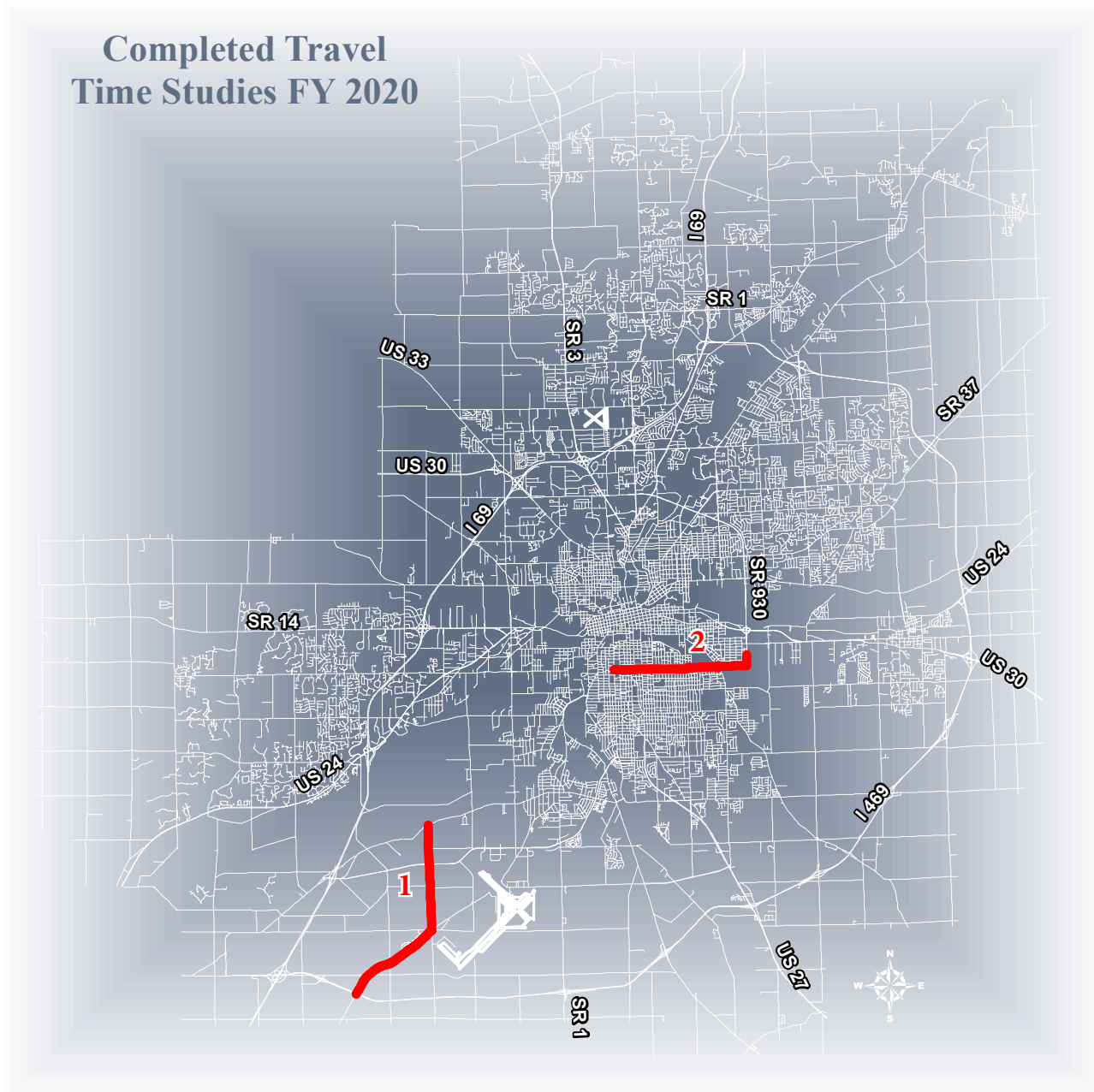
Travel Times Completed by Fiscal Year



NIRCC studied two (2) corridors during Fiscal Year 2020 including: **1) Coverdale Road / Indianapolis Road** from Lower Huntington Road to Interstate 469; **2) Pontiac Street / Coliseum Boulevard** from Fairfield Avenue to McCormick Avenue. The travel time studies completed during Fiscal Year 2020 are illustrated in Figure 28.

In order to calculate average travel times for a corridor, six runs are completed in each direction for three different time periods; morning peak travel (AM peak), evening peak travel (PM peak), and daytime travel (OFF peak). Traffic count information for each link in a corridor is examined to determine the peak hours.

Figure 28



In fiscal year 2007, NIRCC began using GPS (Global Positioning System) technology to conduct travel time and delay studies. The GPS software computes travel times by recording latitude and longitude coordinates every second during the travel time. The software takes this data and computes speed and time. This information can then be exported to create maps of every point taken by the software. We take the point data from the AM and PM peak time periods and create density maps. As the travel time vehicle slows down or stops, a mass of points are taken in a smaller area compared to the vehicle traveling at faster speeds resulting in more spacing between the points taken. The density maps shown in figures 29 - 32 give the results of this data. You will see on the maps that as the travel time vehicle slows down or stops multiple times at any given point the areas are shown in red. The blue areas indicate the vehicle is traveling at faster speeds.

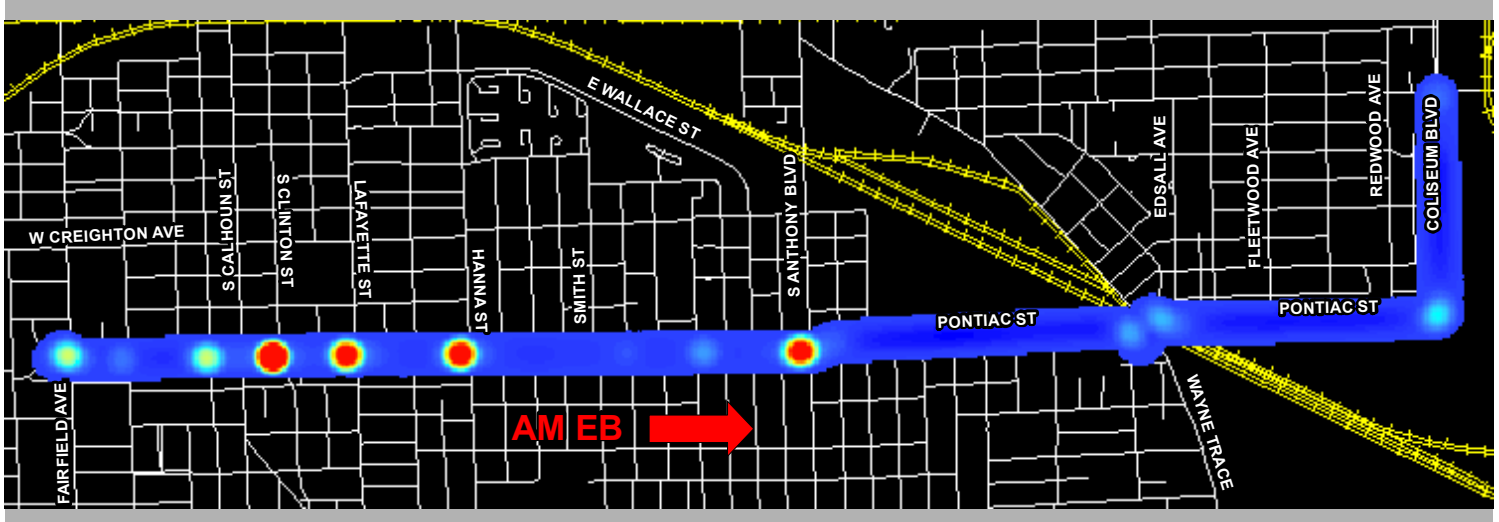
The following pages present a summary along with density maps of the two corridors studied in Fiscal Year 2020. Some of the density maps show only sections of the entire travel time while others show the entire corridor. The density maps provided in this report only show the AM and PM peak time periods in each direction. Red boxes around any of the density maps reveal that they are the travel time with the greatest amount of delay for that corridor. Green boxes around any of the density maps reveal that they are the time period with the least amount of delay for that corridor. If an Off peak time period experienced either the greatest or least amount of delay it will not be provided as a density map.

Bar graphs are also included on each page. Two of the bar charts display the average time that NIRCC staff actually encountered from the beginning to the end of the travel time corridor during the time period with the greatest amount of delay, shown in red, and the time period with the least amount of delay, shown in green. These two bar charts also display, in blue, what the travel time would be if there were no delays along the corridor. This time is reflective to what a person would experience if he or she were able to travel along this corridor at the posted speed limit without having to stop or slow down for traffic control devices and traffic congestion.

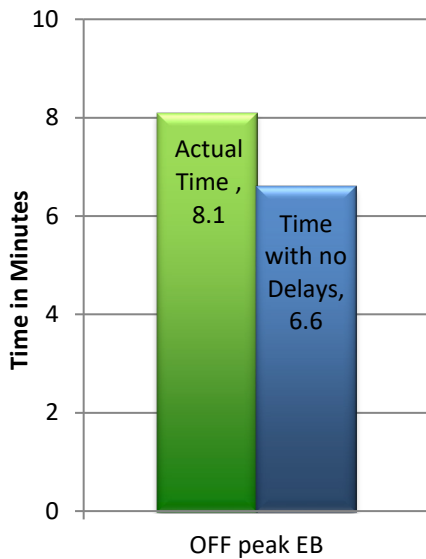
The other two bar charts display the average speed that NIRCC staff actually encountered from the beginning to the end of the travel time corridor during the time period with the greatest amount of delay, shown in red, and the time period with the least amount of delay, shown in green. These two bar charts also display, in blue, what the average speed would be if there were no delays along the corridor. This speed is reflective to what a person would experience if he or she was able to travel along this corridor at the posted speed limit without having to stop or slow down for traffic control devices and traffic congestion.

Travel Time and Delay Summary Section
for Fiscal Year 2020

Figure 29
Pontiac St / Coliseum Blvd
AM Peak



Travel Time with the Least Amount of delay



*Off Peak Travel Times are not shown graphically.

Travel Speed with the Least Amount of delay

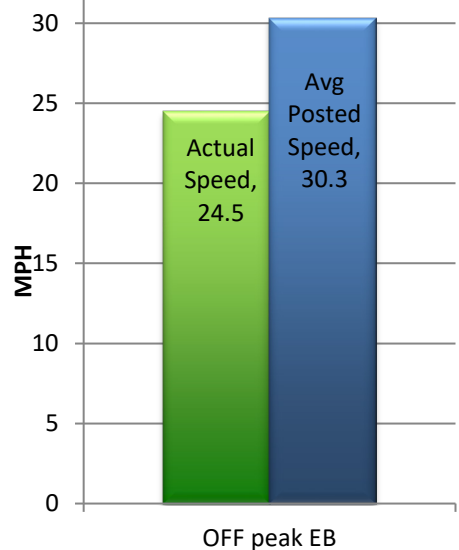
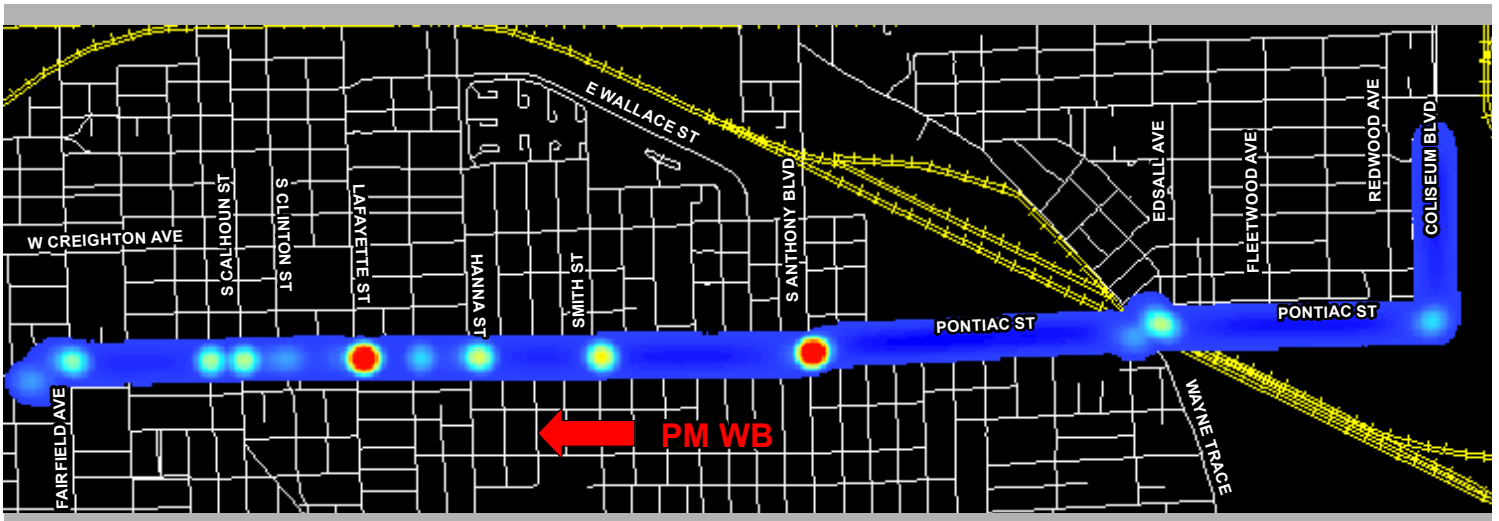
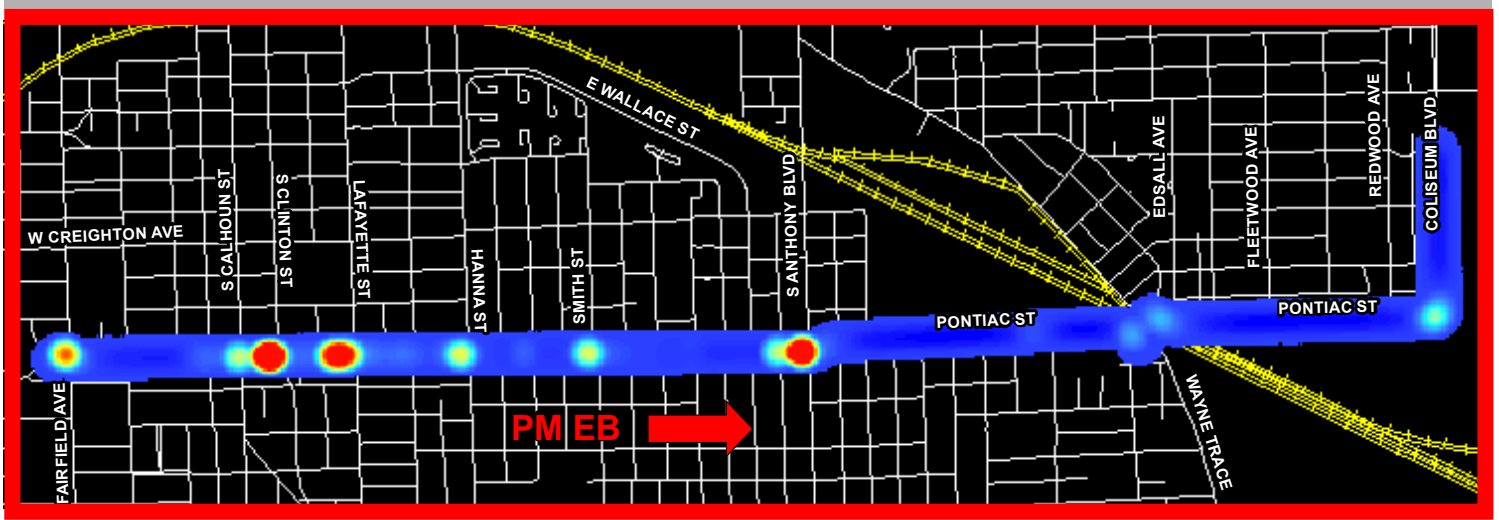
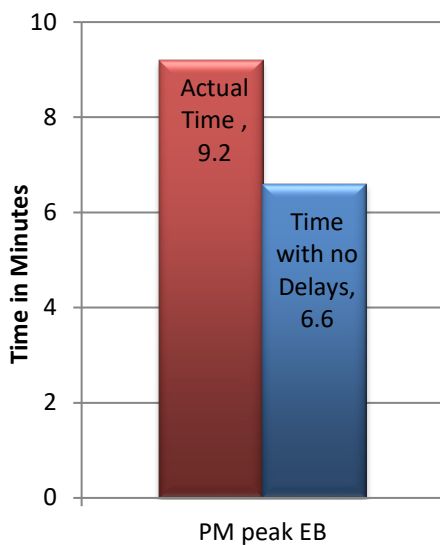


Figure 30
Pontiac St / Coliseum Blvd
PM Peak



Travel Time with the Greatest Amount of delay



Travel Speed with the Greatest Amount of delay

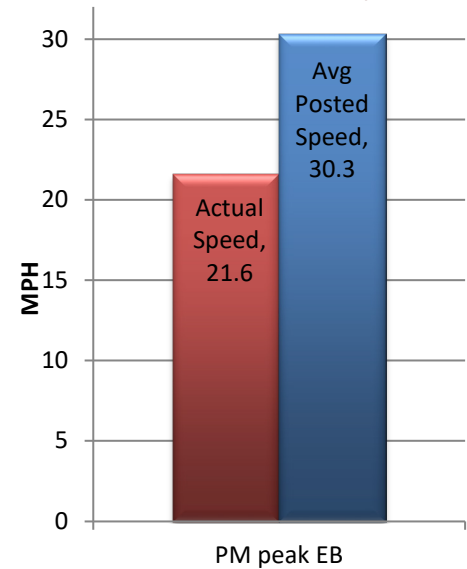
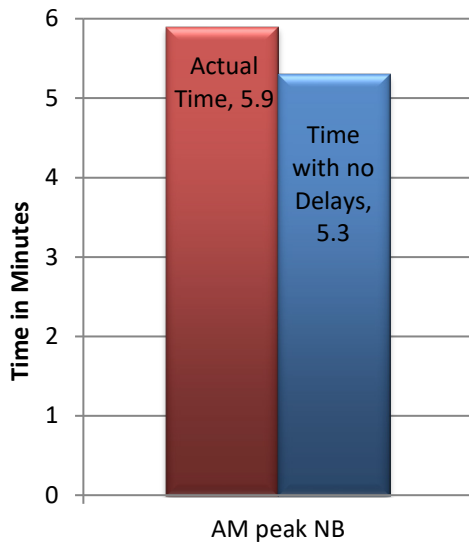


Figure 31

**Coverdale Rd / Indianapolis Rd
AM Peak**

**Travel Time with the
Greatest Amount of delay**



**Travel Speed with the
Greatest Amount of delay**

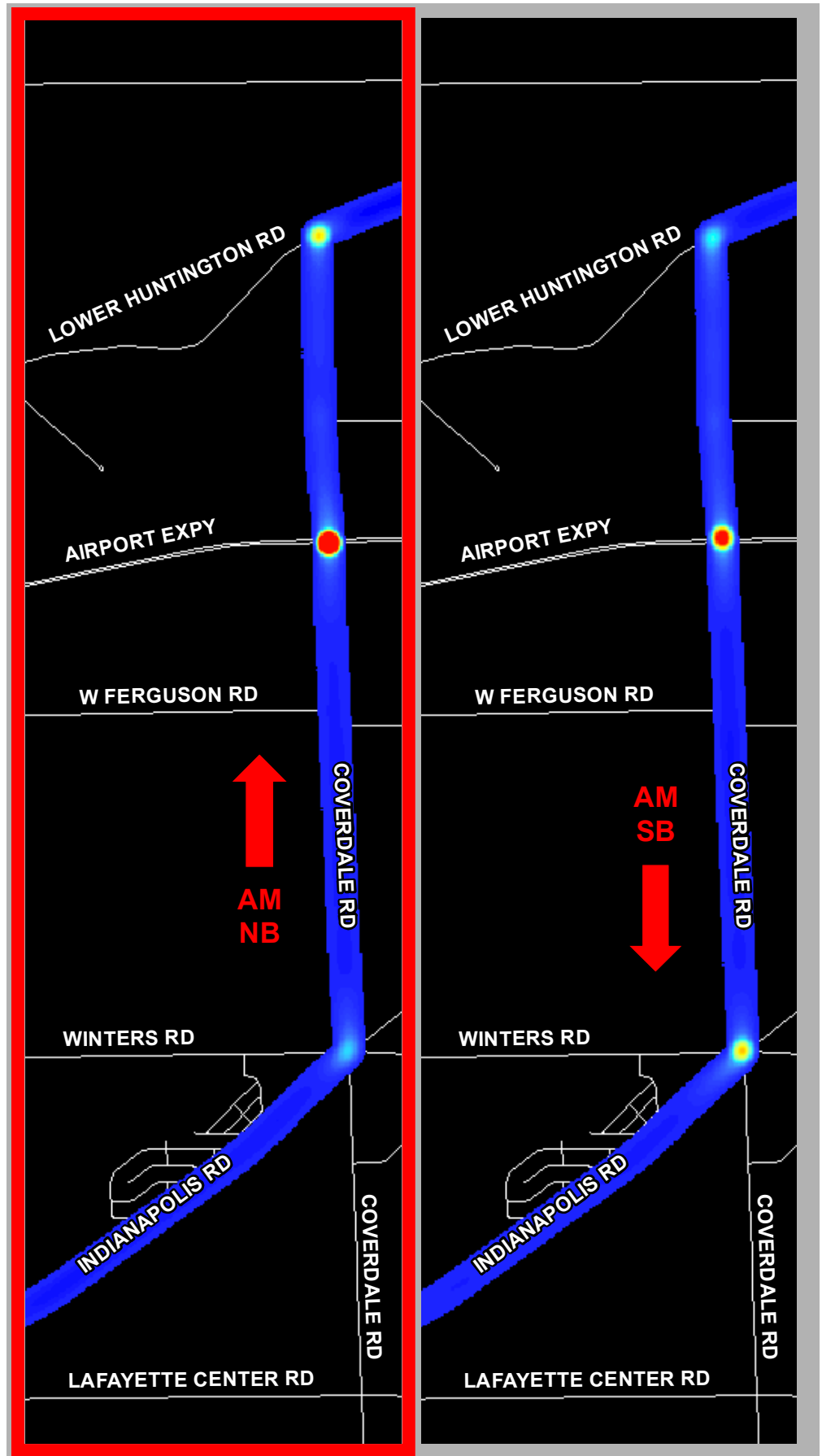
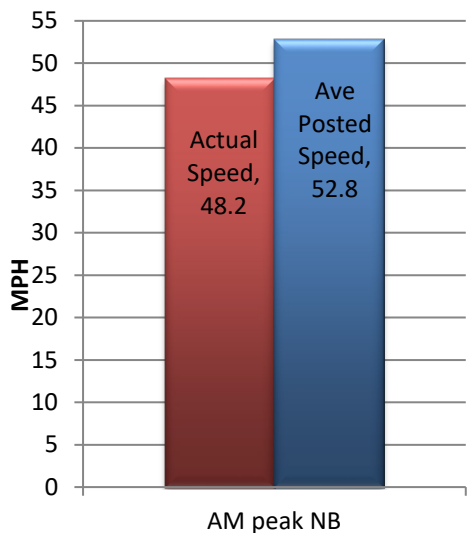
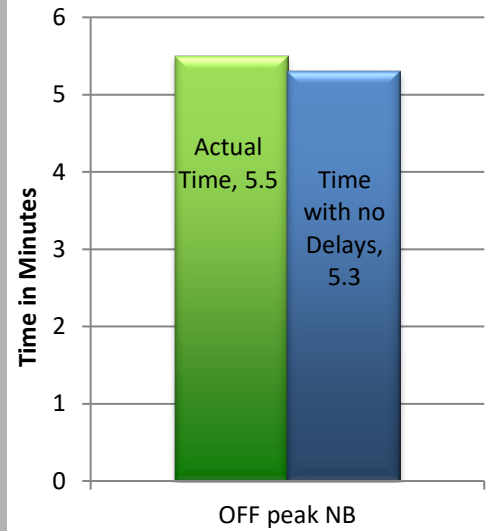


Figure 32

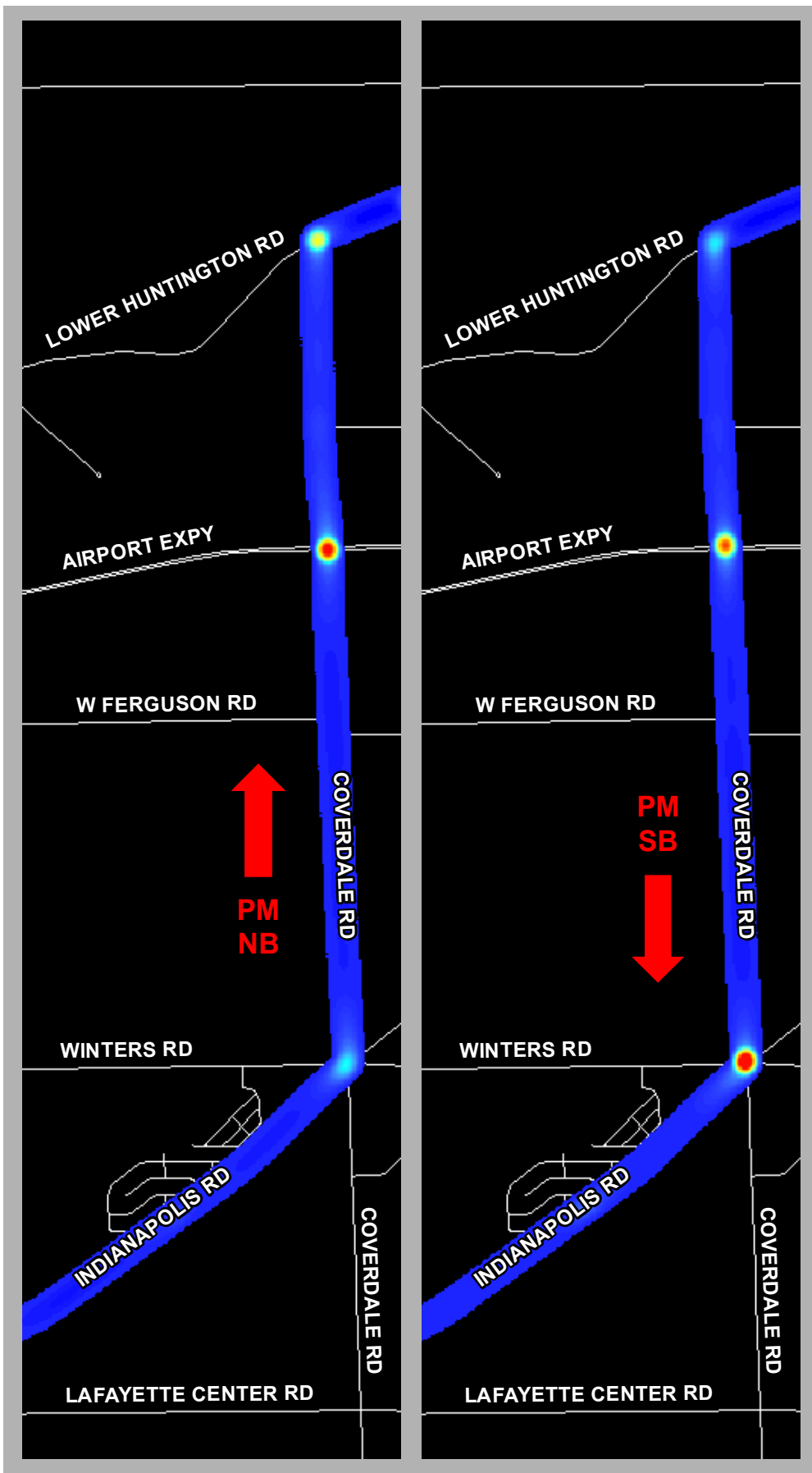
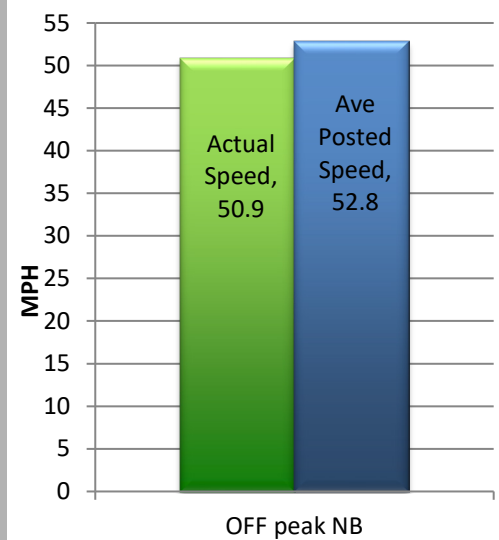
Coverdale Rd / Indianapolis Rd
PM Peak

Travel Time with the Least Amount of delay



*Off Peak Travel Times are not shown graphically.

Travel Speed with the Least Amount of delay



Transportation Improvement Program

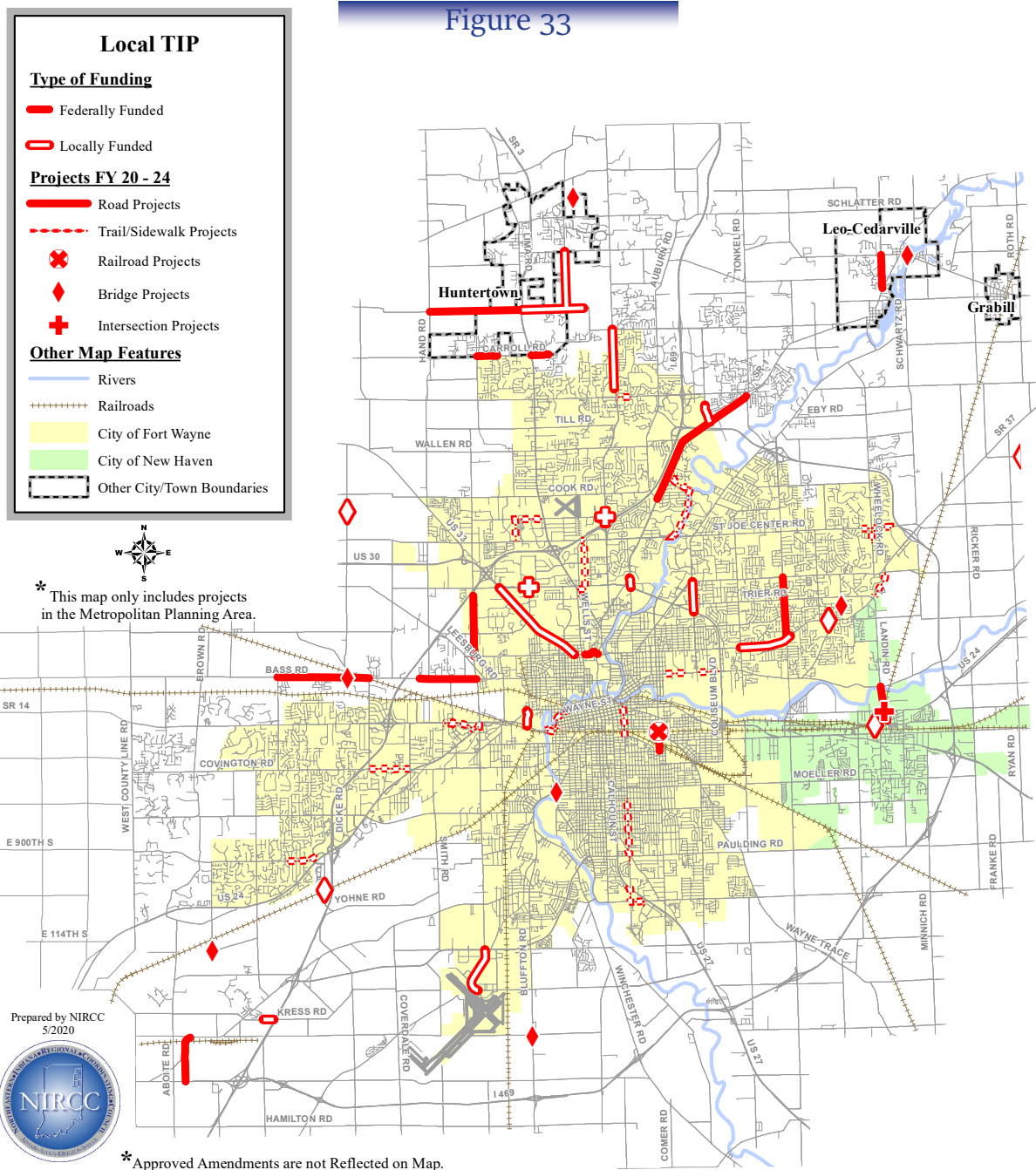
A decorative graphic element consisting of a vertical blue gradient bar on the left side and a horizontal blue gradient bar at the top, both transitioning from light to dark blue.

*Studies completed by the Northeastern Indiana
Regional Coordinating Council*

Transportation Summary Report Fiscal Year 2020

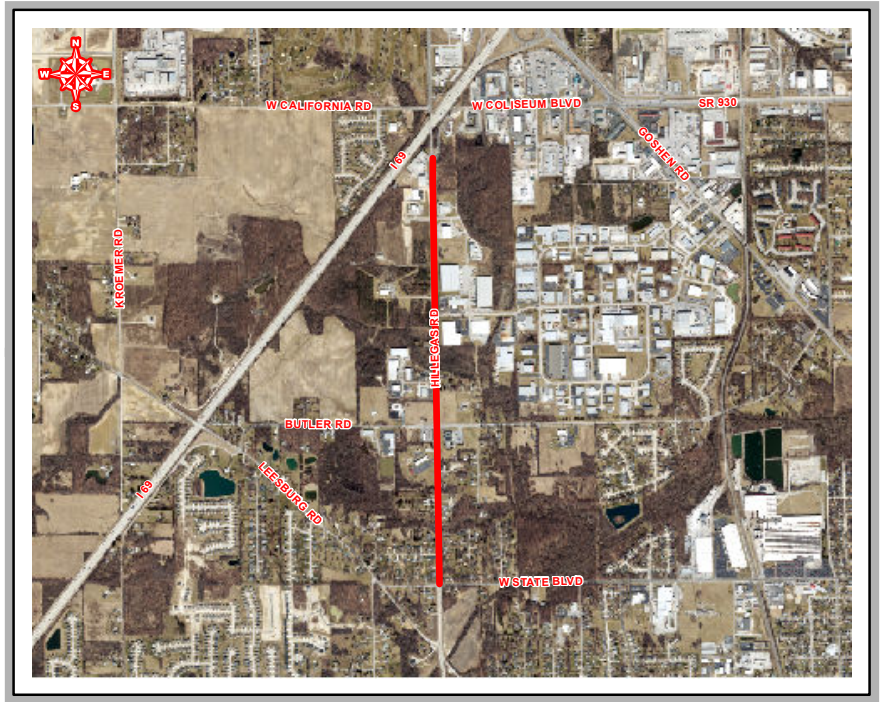
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS

During Fiscal Year 2020 (July 1, 2019 through June 30, 2020) NIRCC began implementing the recently approved (April 2019) Transportation Improvement Program (TIP) for Fiscal Years 2020-2024. NIRCC began publishing the Transportation Improvement Program (TIP) in 1977 as an annual document, however now it is being produced every other year to align with the INDOT State Transportation Improvement Program (STIP). The next TIP 2022-2026 will be prepared in Fiscal Year 2021. The TIP is a multi-year capital improvements program documenting highway and transit projects, which will serve the needs of the Fort Wayne-New Haven-Allen County Metropolitan Planning Area. The TIP is used to guide the expenditure of federal funds in our area. Short range and long range transportation plans including the Indiana Department of Transportation’s Capital Improvements Program are used to formulate



the TIP. The TIP includes commitments of the City of Fort Wayne, Fort Wayne Public Transportation Corporation, City of New Haven, Town of Huntertown, Town of Leo-Cedarville and Allen County to utilize and match federal funds. The Indiana Department of Transportation projects listed in the TIP represents commitments that the State of Indiana makes to improve the transportation system in the Metropolitan Planning Area.

Figure 34



Each project typically goes through three different phases before construction completion. These phases include preliminary engineering (PE), right-of-way engineering and acquisition (RW), and construction (CN). The preliminary engineering includes development of construction plans. Right-of-way engineering and acquisition includes the determination and actual purchase of the right-of-way needed for the project. The construction stage is the actual construction of the project. Each of the projects listed will go through one or more of the phases during the four-year period.

Figure 35

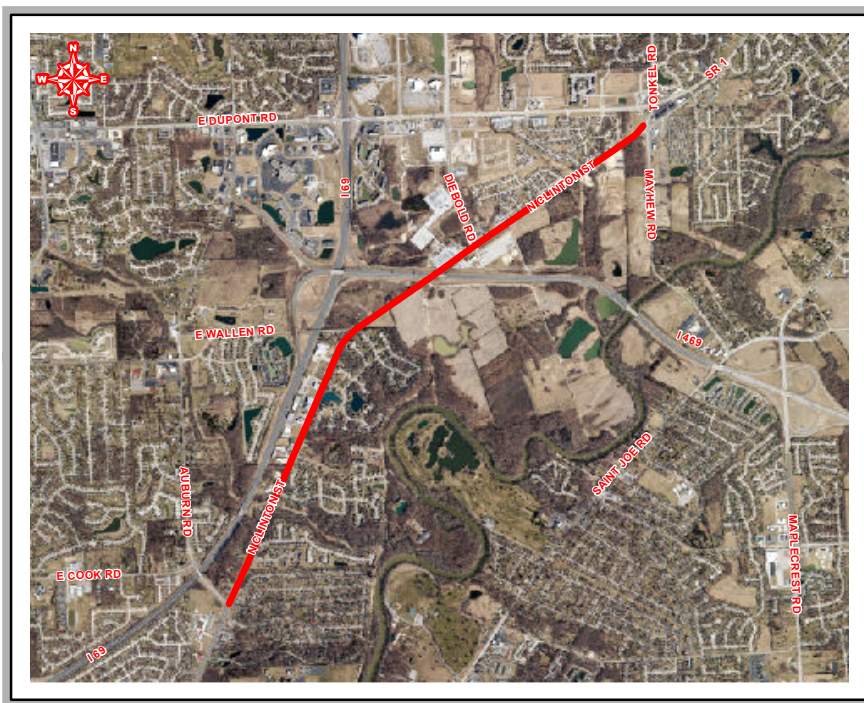


Figure 33 shows the locations of local TIP projects throughout the Metropolitan Planning Area. The local TIP map identifies projects that utilize federal aid funds with matching local funds from the City of Fort Wayne, City of New Haven, Town of Huntertown, Town of Leo-Cedarville and Allen County. Figures 34 and 35 provide aerial views to show detailed examples of projects shown in Figure 33. The following pages provide a listing of projects for each fiscal year and the phase for each project. Please note that projects listed on page 53 are locally funded projects only. Also note that not all projects

listed on the following pages are shown in figure 33 as some of the projects were amended after the map was made.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS LISTED

PHASE CLASSIFICATIONS

PE - Preliminary Engineering RW - Right of Way CN - Construction CE - Construction Engineering

FY 2020 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Allen County Bridge Inspection	PE	Bridge Inspection
Amstutz Road: Hosler Rd to Leo Rd/SR 1	PE	Road Reconstruction
Broadway/St/Landin Rd: North River Rd to Powers St	PE	Intersection Imp/Road Reconstruct
Bass Road: Thomas Rd to Hillegas Rd	CN/CE	Road Reconstruction
Fogwell Parkway	PE	Road Reconstruction
Maplecrest Road: State Blvd to Stellhorn Rd - Phase 1	CN/CE	Road Reconstruction
State Blvd: Clinton St to Cass St	CE	Added Lanes/Bridge/Ped Bridge
UPWP HSIP Funds	PE	Work Program Activities

FY 2021 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Allen County Bridge Inspection	PE	Bridge Inspection
Amber Rd Bridge #226	PE	Bridge Replacement
Antwerp Rd Bridge #15	PE	Bridge Replacement
Bass Road: Clifty Parkway to Thomas Rd	CN/CE	Road Reconstruction
Bass Road: Thomas Rd to Hillegas Rd	CE	Road Reconstruction
Bass Road: Scott Rd to Hadley Rd	RW	Road Reconstruction
Bluffton Rd Bridge #257	PE	Bridge Replacement
Bluffton Rd Bridge #358	PE	Bridge Deck Reconstruction
Broadway/Landin: North River Rd to Powers St - Ph 1	CN/CE	Intersection Imp/Road Reconstruct
Carroll Road: e/o Bethel Rd to Millstone Dr; Lima Rd/SR3 to Coral Springs Dr/Shearwater Run	RW	Road Reconstruction
Goeglein Rd Bridge #113	PE	Bridge Replacement
Hillegas Road: State Blvd to Coliseum Blvd	PE	Added Travel Lanes
Kell Rd Bridge #46	PE	Bridge Deck Overlay and Widening
Maplecrest Road: State Blvd to Stellhorn Rd - Phase 2	CN/CE	Road Reconstruction
Monroeville Rd Bridge #277	PE	Bridge Replacement
Slusher Rd Bridge #141	PE	Bridge Replacement
UPWP HSIP Funds	PE	Work Program Activities

FY 2022 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Amstutz Road: Hosler Rd to Leo Rd/SR 1	RW	Road Reconstruction
Bass Road: Scott Rd to Hadley Rd - Phase 3A	CN/CE	New Bridge
Broadway/St/Landin Rd: North River Rd to Powers St - Ph 2	CN/CE	Intersection Imp/Road Reconstruct
Clinton Street: Auburn Rd to Mayhew Rd	PE	Added Travel Lanes
Hathaway Road: Lima Rd to Hand Rd	PE	Road Reconstruction
Hillegas Road: State Blvd to Coliseum Blvd	PE	Added Travel Lanes
UPWP - HSIP Funds	PE	Work Program Activities

FY 2023 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Amber Rd Bridge #226	RW	Bridge Replacement
Antwerp Rd Bridge #15	RW	Bridge Replacement
Bass Road: Scott Rd to Hadley Rd - Phase 3B & 3C	CN/CE	Road Reconstruction
Bluffton Rd Bridge #257	RW	Bridge Replacement
Carroll Road: e/o Bethel Rd to Millstone Dr; Lima Rd/SR3 to Coral Springs Dr/Shearwater Run	CN/CE	Road Reconstruction
Goeglein Rd Bridge #113	RW	Bridge Replacement
Grabill Rd Bridge over St Joe River	PE	Bike/Ped Facilities
Hillegas Road: State Blvd to Coliseum Blvd	RW	Added Travel Lanes
Kell Rd Bridge #46	RW	Bridge Deck Overlay and Widening
Monroeville Rd Bridge #277	RW	Bridge Replacement
Slusher Rd Bridge #141	RW	Bridge Replacement
South County Line Rd Bridge #271	CN/CE	Bridge Rehabilitation or Repair
UPWP - HSIP Funds	PE	Work Program Activities

FY 2024 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Amstutz Road: Hosler Rd to Leo Rd/SR 1	CN/CE	Road Reconstruction
Bluffton Rd Bridge #257	CN/CE	Bridge Replacement
Bluffton Rd Bridge #358	CN/CE	Bridge Deck Reconstruction
Clinton Street: Auburn Rd to Mayhew Rd	PE	Added Travel Lanes
Fogwell Parkway	CN/CE	Road Reconstruction
Hathaway Road: Lima Rd to Hand Rd	RW	Road Reconstruction
Monroeville Rd Bridge #277	CN/CE	Added Travel Lanes
UPWP - HSIP Funds	PE	Work Program Activities

***The following are Locally Funded Projects only.**

FY 2020 - 2024 TIP Locally Funded Projects

Project	Phase	Improvement Type
Clay Street at SR 1	CN	Intersection Improvement
Coldwater Road: Union Chapel Rd to Pion Rd	CN	Add Southbound Right Turn Lane
Country Knolls	CN	Reconstruction
Diebold Road: N Clinton St to Berger Auto - Phase II	CN	Reconstruction, Sidewalk & Trail
Goshen Avenue: State Blvd to Cambridge Blvd - Phase I	CN	Reconstruct, Roundabout, Sidewalks
Goshen Avenue: Cambridge Blvd to Butler/Harris - Phase II	CN	Reconstruction, Sidewalks
Goshen Avenue: Butler/Harris to Coliseum - Phase III	CN	Reconstruction, Sidewalks
Greenmoor Drive: Scarborough Dr to Green Rd	CN	Reconstruction
Hathaway Road at Corbin Road	CN	New Pave and Horizontal Realign
Hathaway Road at Union Chapel Road	CN	New Pave and Horizontal Realign
Kirklynn Drive: Moeller Rd to Greenmoor Dr	CN	Reconstruction
Landin/Maysville/Trier Intersection	CN	Roundabout
Leesburg Road: Main St to W Jefferson Blvd	CN	New Road, Sidewalk, Trail
Ludwig Rd: Brotherhood Way to Coldwater Rd	CN	Road Relocation
Main Street (New Haven) Bridge #601	CN	Bridge Rehabilitation
Norland Lane: Moeller Rd to Greenmoor Dr	CN	Road Reconstruction
Old Lima Road: Willow Creek Ditch to SR 3	CN	Road Resurfacing
Old Lima Road Bridge #53	CN	New Bridge
Pawnee Way	CN	Road Resurfacing
Shawnee Trail: Pawnee Way to Arrow Pass	CN	Road Resurfacing
E. State Blvd Bridge between Maysville Rd and Lahmeyer Rd	CN	New Bridge and New Sidewalk
Washington/Jefferson: St Mary's River Br to Garden St	CN	Streetscape
West Hamilton Road Bridge #221	CN	New Bridge and Extend Trail
Winters Road: I-69 to Lower Huntington Rd	CN	Road Extension to GM

FY 2020 Fort Wayne Public Transportation Corporation

Four (4) Replacement Minibus (Body on Chassis)
ACCESS
One (1) Heavy Duty Replacement Bus

10 Automatic Passenger Counters
AVL, AVA & Tracking System
Electric Buses, Bus Barn Roof

FY 2021 Fort Wayne Public Transportation Corporation

Two (2) Heavy Duty Replacement Buses

FY 2022 Fort Wayne Public Transportation Corporation

One (1) Heavy Duty Replacement Hybrid Bus

Three (3) Replacement Minibus (Body on Chassis)
ACCESS

FY 2023 Fort Wayne Public Transportation Corporation

One (1) Heavy Duty Replacement Bus

Two (2) Replacement Minibus (Body on Chassis)
FLEX

FY 2024 Fort Wayne Public Transportation Corporation

One (1) Heavy Duty Replacement Bus

Two (2) Replacement Minibus (Body on Chassis)
ACCESS

FY 2020 Human Services Agencies

Community Transportation Network

Operating Funds

Two (2) Medium Transit Vehicle w/Lift

Quarterly Review Meetings

A decorative graphic element consisting of a vertical blue gradient bar on the left side and a horizontal blue gradient bar at the top, both transitioning from light to dark blue.

*Studies completed by the Northeastern Indiana
Regional Coordinating Council*

Transportation Summary Report Fiscal Year 2020

QUARTERLY REVIEW MEETINGS

Each quarter the Northeastern Indiana Regional Coordinating Council (NIRCC) schedules a quarterly review meeting for all federally funded Local Public Agency (LPA) projects in the Transportation Improvement Program (TIP). The reports are due on the 20th of the month following the end of the quarter. NIRCC's quarterly review meeting is scheduled typically two weeks after this date.

NIRCC has created a report, along with the Indiana Department of Transportation (INDOT) that is filled out by the LPAs. Once the LPA completes the report it is then sent to NIRCC for approval. After approval from NIRCC, the report is then sent to INDOT.

At the quarterly review meeting each project is allotted 15 minutes for review. The LPA and consultant are requested to attend the meeting. If the consultant is located outside of Fort Wayne they are able to call into the meeting rather than attend. Others attending the quarterly meeting include INDOT representatives with Planning and Programming, INDOT Right of Way, and Federal Highway Administration staff. We have an excellent turnout and feel this really increases communication and understanding of the project.

Important information to review at the meetings include cost totals, federal funding and LPA match funds, permits needed, right of way parcels needed, schedule updates, utility relocations, items completed, and any potential problems. Many issues are resolved at the quarterly review meeting, thus saving time and money.

The information received at the quarterly review meetings allows staff to determine if projects are progressing on schedule and on budget. This information is then used to help program the projects in the Transportation Improvement Program. Figure 36 gives an example of a quarterly review.

Figure 36

Fogwell Parkway #1802912
Lafayette Ctr Rd to Winters Rd

TIP 2020-2024	DES #	Phase	Estimated Cost					Other Year	Federal	Local	A/M
			2020	2021	2022	2023	2024				
Road Reconstruction	1802912	PE	730,000						584,000	146,000	
		CN					7,300,000		5,840,000	1,460,000	
		CE					870,000		696,000	174,000	

Project Cost	Current Estimate	Federal Need	Federal Award	Difference Need vs. Award	Local Need	Local %
	Jul-20	Jul-20	Jul-20	Jul-20	Jul-20	
Preliminary Engineering (PE)	\$730,000	\$584,000	\$584,000	\$0	\$146,000	20%
Right of Way Acquisition (RW)	\$0	\$0	\$0	\$0	\$0	0%
Utilities & Railroad	\$0	\$0	\$0	\$0	\$0	0%
Construction (CN)	\$7,300,000	\$5,840,000	\$5,840,000	\$0	\$1,460,000	20%
Construction Engineering (CE)	\$870,000	\$696,000	\$696,000	\$0	\$174,000	20%
Total Cost	\$8,900,000	\$7,120,000	\$7,120,000	\$0	\$1,780,000	

POs & Invoices	PE	RW	Last Invoices	#	date
	Funding Programmed	\$584,000			
PO Amt Programmed	\$577,454		RW	0	
Additional Funding Avail	\$6,546				
Total Invoiced	\$28,771				
Current Avail Funding	\$548,684				

Land Acquisition	Apr-20	Jul-20
	completion date:	# secured
total parcels:	0	0

Permits	Rule 5	IDEM 401	ACOE 404		
	required				
applied					
approved					
expires					

ERC
 LPA: Allen County Contact: Mike Thornson Email: mike.thornson@co.allen.in.us Phone #: 260-449-7369
 Consultant: ERI Contact: James Welch Email: james@eri.consulting Phone #: 260-451-9704

Milestones	Actual		Proposed Change of Date	% Complete	Comments
	Start Date	Finish Date			
Request for Proposals	3/26/2019	4/26/2019			
NTP to consultant	12/30/2019				
Start Plan Develop					
Stage 1 Design		9/25/2020			
Utility Locations Verified					
Prelim Field Check		10/23/2020			
Environmental Doc.					
Hearing Certification					
Stage 2 Design		9/17/2021			
Pavement Design		7/31/2021			
FMIS for RW phase					
Utility Work Plans App					
Gantt Chart for Utilities					
6 mo prior to RW Clear		11/19/2022			
RW Clear		5/19/2023			
NTP to Utilities					
CE contracts					
Stage 3 Design		5/19/23			
Final Tracings		7/3/23			
Ready for Contracts		8/2/23			
Letting		10/12/2023			

Comments

Utilites	Name of Utility w/Contact Info	confirm w/in project limits	location verified on plans	request work plan	work plan approved	final plans to utility
	Frontier	Yes				
	Heartland REMC	Yes				

Utility Contact Info	Utility	Contact	Phone #	Email Address
	Frontier	Justin Koscher	260-461-2268	justin.a.koscher@ftr.com
	Heartland REMC	Neil Draper	260-758-3623	ndraper@heartlandremc.com

TITLE VI & ADA (Americans with Disabilities Act)

*Studies completed by the Northeastern Indiana
Regional Coordinating Council*

Transportation Summary Report Fiscal Year 2020

TITLE VI & ADA (AMERICANS WITH DISABILITIES ACT)

The Federal Highway Administration (FHWA) Division Offices are responsible for ensuring that all Recipients (State Transportation Agencies) have an approved Title VI/Nondiscrimination Plan and submit Annual Update Reports. Additionally, the Division Offices are responsible for ensuring that the State Transportation Agencies are implementing an effective Monitoring Program of their Subrecipients' (Local Public Agencies) efforts to effectively implement Title VI and the additional Nondiscrimination requirements.

The Indiana Department of Transportation (INDOT) has made LPAs aware that they must have a Title VI Implementation Plan and an ADA Transition Plan in place (or working towards this) to remain eligible for Federal funding.

During FY 2013 the Northeastern Indiana Regional Coordinating Council (NIRCC) reached out to help LPAs (Local Public Agencies) become familiar with ADA requirements and assisted them with creating ADA Transition Plans. To remain eligible for federal transportation funding, LPAs were reminded that they need to be in compliance and have updated their transition plans. The goal was to ensure that LPAs had a specific plan of action and had reviewed and completed their updated ADA Transition Plans. NIRCC continues to assist LPAs with their ADA Transition Plans to remain compliant.

In FY 2015 NIRCC began assisting LPAs with their Title VI Implementation Plan. Most LPAs were practicing non-discrimination; however, they did not have all the information and documents compiled into an Implementation Plan. Similar to the process taken in FY 2013 with the ADA requirements, NIRCC reached out to the LPAs to offer assistance.

A Title VI Implementation Plan consists of the following items:

- Policy Statement
- Organization and Staffing
- Title VI Coordinator Contact Information and Responsibilities
- Department Head (Liaisons) Responsibilities
- Department Head Reporting
- Title VI Training
- Complaint Process
- Complaint Investigation Procedures
- Public Participation and Outreach
- Limited English Proficiency (LEP) Plan

- Title VI Goals
- Title VI Reporting and Accomplishments
- Standard US DOT Title VI Assurances
- Title VI Compliance Review Form
- Training Log
- Complaint Log
- Voluntary Public Involvement Survey
- LEP Report
- Language Identification Flashcards

During FY 2020 NIRCC assisted with updating the City of Woodburn's ADA Transition Plan, updating the Town of Leo-Cedarville Title VI Implementation Plan, and assisting with Woodburn's website pertaining to ADA and Title VI.

In FY 2020 the bus stop inventory was updated. The original bus stop inventory was conducted in FY 2014 for Citilink. The inventory update will be used to assist in prioritizing bus stops for improvement to meet ADA requirements.

Safety Management System

A decorative graphic element consisting of a vertical blue gradient bar on the left and a horizontal blue gradient bar at the top, both transitioning from light to dark blue.

*Studies completed by the Northeastern Indiana
Regional Coordinating Council*

Transportation Summary Report Fiscal Year 2020

SAFETY MANAGEMENT SYSTEM

NIRCC maintains a Safety Management System (SMS) for the entire Allen County Area. A SMS is a systematic process that has the goal of reducing the number and severity of traffic accidents by ensuring that all opportunities to improve safety (i.e. highway planning, design, construction, maintenance, and operation) are identified, considered, implemented where appropriate, and evaluated.

Safety in transportation planning and project development is a high priority. The increase in available funds for safety improvements supports the importance of safety projects. Improved crash information sources and new analytical tools have created better evaluation tools to identify problematic areas. NIRCC is responding to these changes with additional resources applied to crash data analysis and GIS applications. The goal for transportation planners is to find where the problems exist, make recommendations for improvements and seek funding to implement projects. The first step is often the most difficult, which is to identify what locations are most hazardous within the community.

In Fiscal Year 2020 NIRCC obtained all crash records that occurred in Allen County during 2019. The data was extracted from the Indiana State Police database ARIES (Automated Reporting Information Exchange System). Staff worked to “code” each crash location with like descriptions to ensure that all crashes occurring at a specific site were grouped together. Crash descriptions were reviewed for spelling and alphabetical order resulting in a listing of crashes that could be summarized to identify a total number of crashes at various geographical locations. All crash information is included in the database to aid in various types of analysis. The final summary for each year is provided to local technical representatives to aid in review of locations and to respond to citizen requests for improvements at a location for safety reasons. Officials can review the data provided to determine the crash experience and other variables that may be present.

Once staff completed the “coding” process for the 2019 crash data and included it in the crash database, NIRCC combined the 2019 crash data with the 2017 and 2018 crash data to create a three year comparison. These crashes were also input into mapping software to be used with GIS (Geographical Information Systems). Figures 37, 38, and 39 display the densities of crash frequencies for the Fort Wayne, New Haven, and the Allen County area.

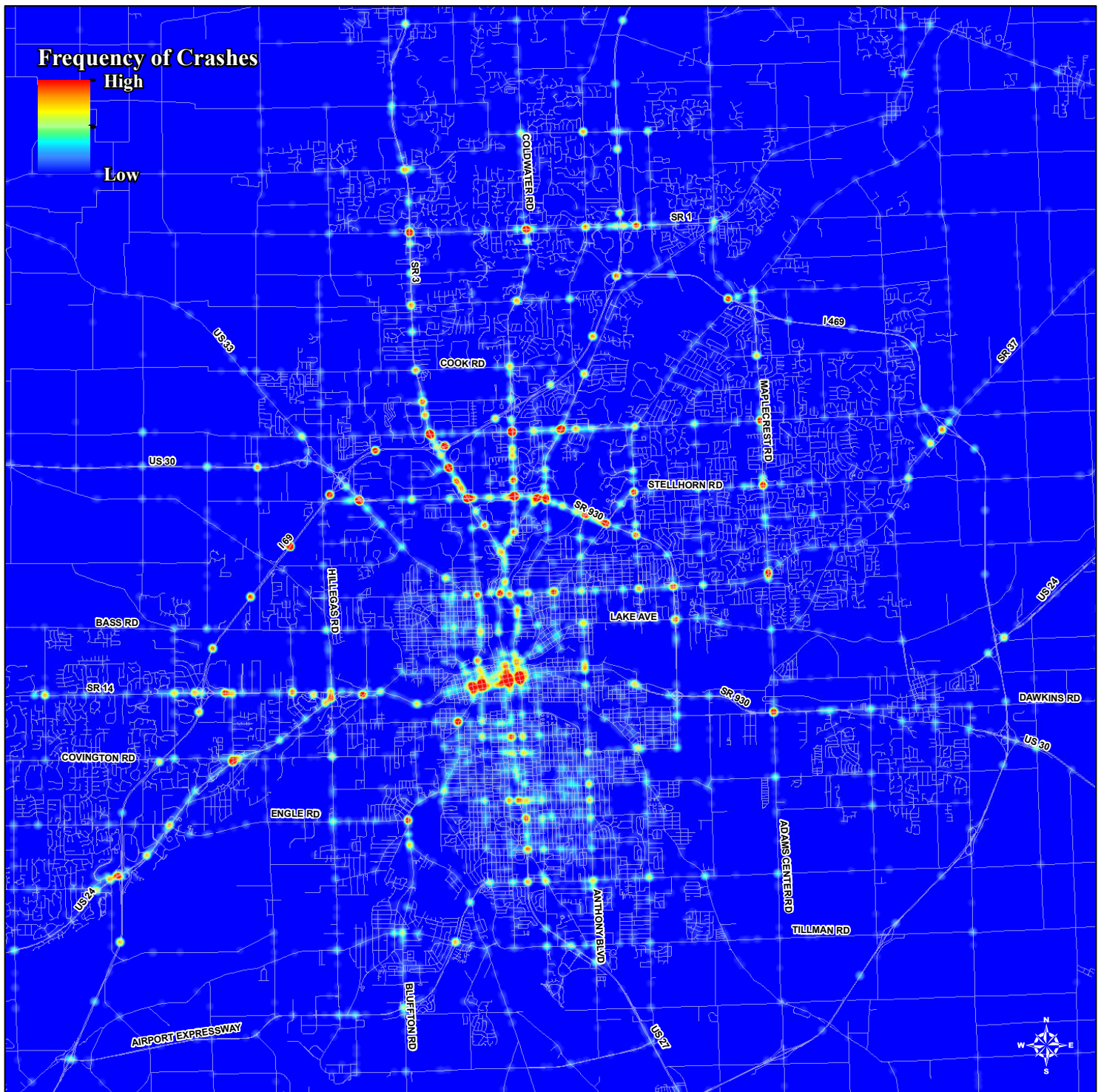
Annual Summary and Listing of Crash Locations

The annual crash record database is first used to provide an annual crash summary report for local jurisdictions (Allen County - all cities and towns, Fort Wayne, and Allen County - outside incorporated areas). The summaries include statistical data that focuses on detailed crash information from the crash reports. The information provides engineers,

planners and law enforcement with a summary of information from the crash reports. The information includes specific data about the circumstances involved with crashes including environmental circumstances, driver information, vehicle information and other important data for all the annual crashes.

The second product from annual crash data is a summary or listing of the hazardous crash locations from the previous year. Every year staff utilizes two procedures to identify crash locations with a higher frequency of crashes and another

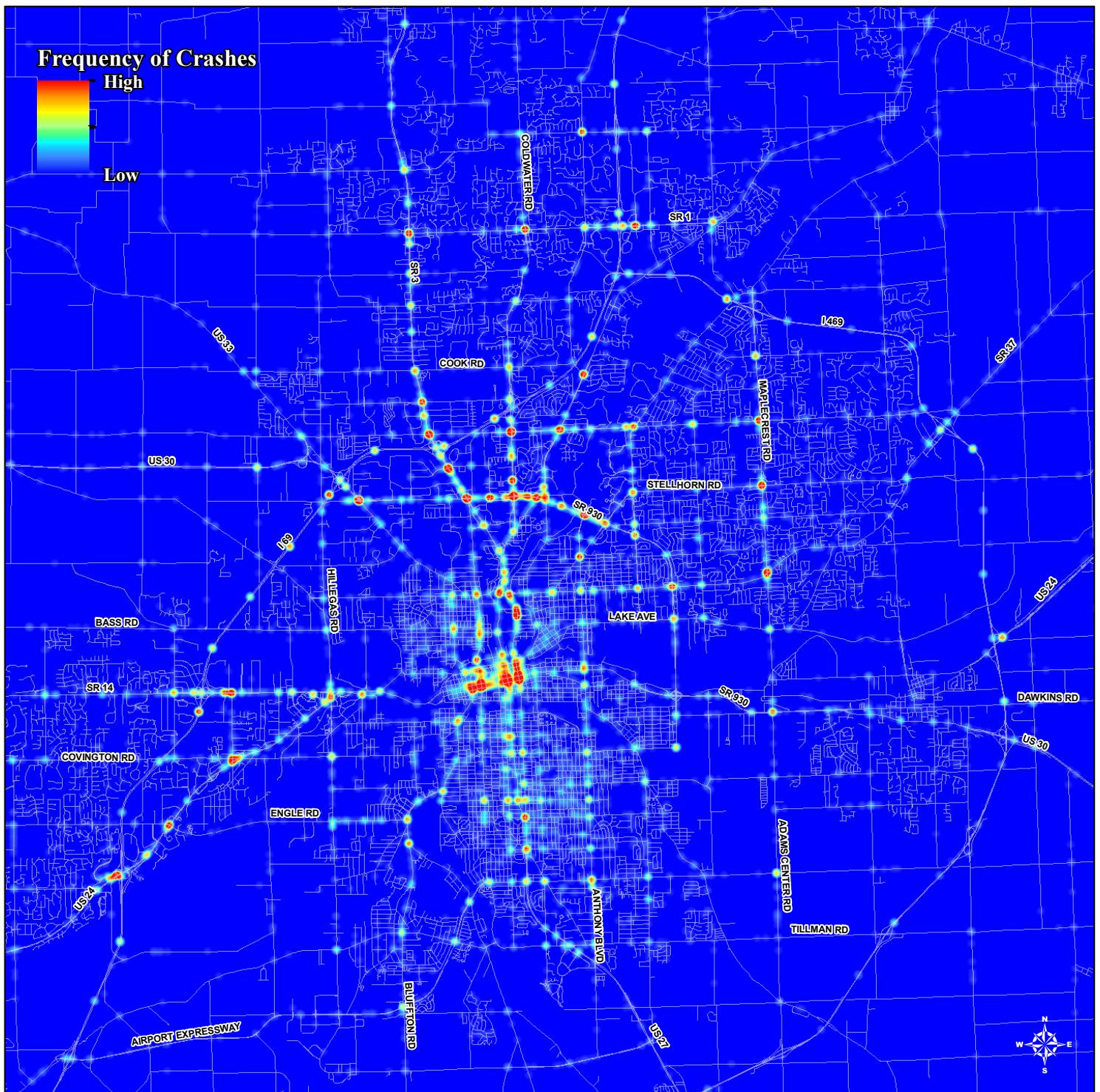
Figure 37 - 2019 Crash Data



for locations with a lower crash frequency. Identification of crash frequency is provided through use of GIS software that creates buffers around intersection crash locations. The buffers are created using a 250 foot radius around each crash location and grouping all crashes within itself. This process resulted in crash locations that reflect crashes that occurred at approaches to intersections in addition to crashes within an intersection.

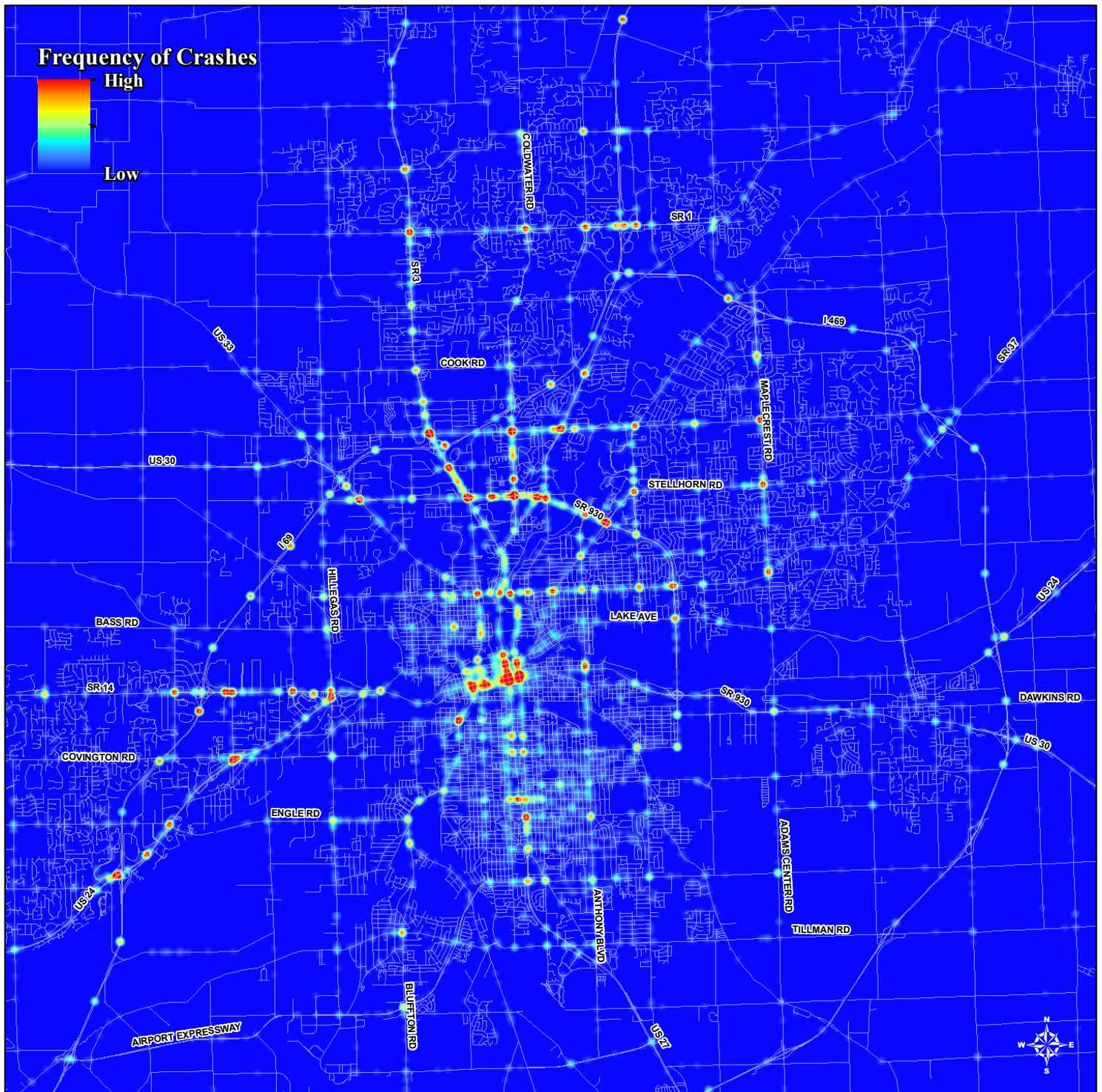
High frequency crash locations were defined as those with an annual crash frequency greater than or equal to seven (7).

Figure 38 - 2018 Crash Data



Locations identified with this frequency are listed and traffic volumes are applied to each of the locations to determine the RMV (rate per million entering vehicles). The RMV value is then used to sort locations. Locations that have a RMV greater than or equal to 2.00 for one year remain in the listing for further review. Additional locations are also added to the listing of crashes with a frequency greater than or equal to seven (7) if they are locations with a high crash severity or result in a high percentage of injuries or fatalities.

Figure 39 - 2017 Crash Data



Staff reviewed crash locations and recorded the total number of crashes that resulted in injury or fatality. This information was used to determine the percentage of total crashes at each location that were property damage only and the percentage that resulted in injury or fatality. Staff and the Transportation Technical Committee agreed to include any location that experienced an injury or fatality percentage greater than 66% in the annual list for further review.

A process to review crash locations with a lower crash frequency was also established to ensure that locations with a low volume of traffic are not experiencing a consistently high percentage of crashes based on the number of vehicles using a location. The lower crash frequency crashes were also included where the percentage of injury or fatal crashes was higher. Crash locations with an annual crash frequency of 6, 5, 4, or 3 were included in the annual listing of locations for further review if the rate per million entering vehicles was greater than or equal to 1.00 and the percentage of injuries and fatalities exceeded the following thresholds;

<u>Frequency</u>	<u>Percentage of I/F</u>
6	100% to 33 %
5	100% to 40%
4	100% to 50%
3	100 % to 66%

Hazardous Location Identification

In Fiscal Year 2020 staff reviewed all the crash location listings created for 2017, 2018, and 2019 based on the approved process described above. In the past, staff worked with TTC to determine the most accurate manner to identify hazardous locations from data collected for a three year period. TTC members and staff agreed that crash locations identified annually were not necessarily hazardous unless the location experienced similar patterns over the previous two years. Staff created a listing of locations that met the hazardous criteria for 2017, 2018, and 2019. These locations were then reviewed using crash rates and HAT (Hazard Analysis Tool) software developed by the Indiana Department of Transportation and Purdue University.

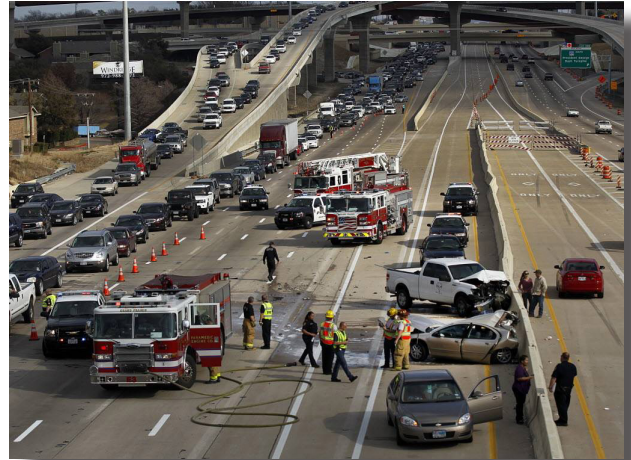
HAT software considers the total number of crashes, traffic volume, total number of injury/fatal crashes, facility type and location type (US Route, State Route, Rural or Urban). The software was developed to compare the number of crashes and severity of the crashes at a location being reviewed to other locations that are similar throughout the state. A crash frequency index and crash cost index is determined with the software to determine if a location is operating above or below what is anticipated. Locations with an index greater than or equal to 1.00 are considered to be operating below an acceptable level.

The final step in identifying the hazardous locations was to determine how to select locations from the listing for further review. Representatives from TTC provided input to staff on methods to screen the final listing of the three years.

Staff will review the locations selected to determine the cause of all the crashes and provide collision diagrams to TTC to determine what course of action to take to mitigate crashes at each location. The listing of locations will continue to be updated annually to review trends and previously identified hazardous locations. Additional locations that meet the approved criteria will also be added.

Traffic Incident Management (TIM)

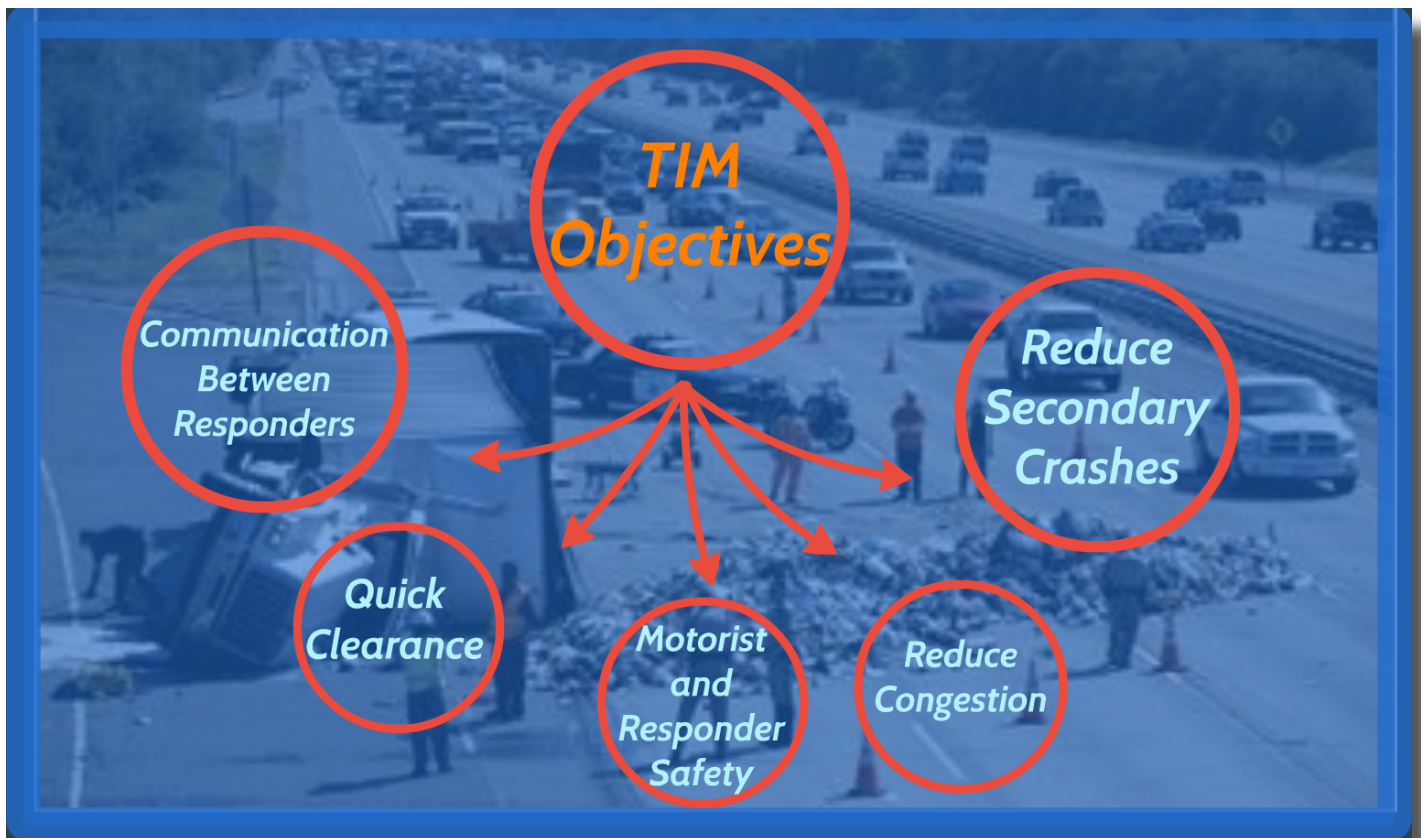
In 2007 the Indiana Quick Clearance Working Group was created to research and develop Quick Clearance practices in the State of Indiana. In 2008 the In-TIME initiative was implemented and in 2009 the Indiana Quick Clearance Working Group was changed to IN-TIME (Indiana Traffic Incident Management Effort). The purpose of the INdiana-Traffic Incident Management Effort (IN-TIME) is to have first responders, from all disciplines follow agreed upon multi-lateral policies and procedures focusing on an “Open Roads Philosophy”. The Open Roads Philosophy is “Having all



First Responders, after ensuring their own personal safety and the safety and security of any incident victims, to have as their top priority reducing congestion and the increased risks of secondary incidents for public/motorist safety”. The IN-TIME group also works to provide a common framework for development of traffic incident management (TIM) policies and training programs for the various responder disciplines. TIM is a planned and coordinated program process to detect, respond to, and remove traffic incidents and restore traffic capacity as safety and quickly as possible.

In 2013 the Northeastern Indiana Regional Coordinating Council (NIRCC) assisted in forming a committee of local representatives to implement Traffic Incident Management (TIM) strategies in Northeast Indiana called the Northeast Indiana Traffic Incident Management Committee (NE IN TIM). NIRCC identified local public and private sector stakeholders that were interested in the concepts and fundamental mission of the initiative. The purpose of the committee is to develop and recommend policy and operational protocols for the safe and efficient mitigation of traffic incidents through training and education of all first responders.





The committee is currently comprised of 41 representatives from multiple disciplines that include both public and private agencies. Disciplines represented on the committee include:

- 911 Communications/Dispatch
- Law Enforcement
- Safety & Environmental Affairs
- Fire Departments
- Coroner's Office
- Environmental Clean Up
- Health Department
- Tow Operator
- Homeland Security
- Paramedic / Medical Transport
- Prosecutors Office
- Department of Transportation
- Transportation Planning

The NE IN TIM Committee has 34 local representatives certified to conduct training to first responders. NIRCC has assisted in organizing 48 four hour TIM training sessions since December 2013. Through these training efforts, 1750 first responders have been trained. Of these responders at least one more responders from 121 different agencies have been reached through this training initiative.

Congestion Management Process

A decorative graphic element consisting of a vertical blue gradient bar on the left side and a horizontal blue gradient bar at the top, both transitioning from light to dark blue.

*Studies completed by the Northeastern Indiana
Regional Coordinating Council*

Transportation Summary Report Fiscal Year 2020

CONGESTION MANAGEMENT PROCESS

In December 1993, final interim guidelines were developed which established general requirements for the Congestion Management Process - CMP (previously known as the Congestion Management System - CMS) and identified deadlines for work plan submission and for the CMP to become operational. In August 1994, Purdue University, INDOT and FHWA published the draft final report for development of a prototype congestion management system for the State of Indiana as a Joint Highway Research Project. The study delineated a comprehensive set of guidelines and a nine-element work plan to be undertaken in developing the CMP in a consistent manner statewide.

NIRCC developed the initial CMP by following the guidelines provided by the Congestion Management Process Work Plan developed for the State of Indiana. That plan specified that each CMP include the following elements:

- Define CMP Network
- Establish Performance Measures
- Establish System Performance Standards
- Establish Data Collection and Monitoring Program
- Identify Roadway and Transit System Deficiencies
- Analyze and Evaluate Congestion Mitigation Strategies
- Implement Strategies
- Evaluate the Effectiveness of Implemented Strategies
- Establish CMP Update Process

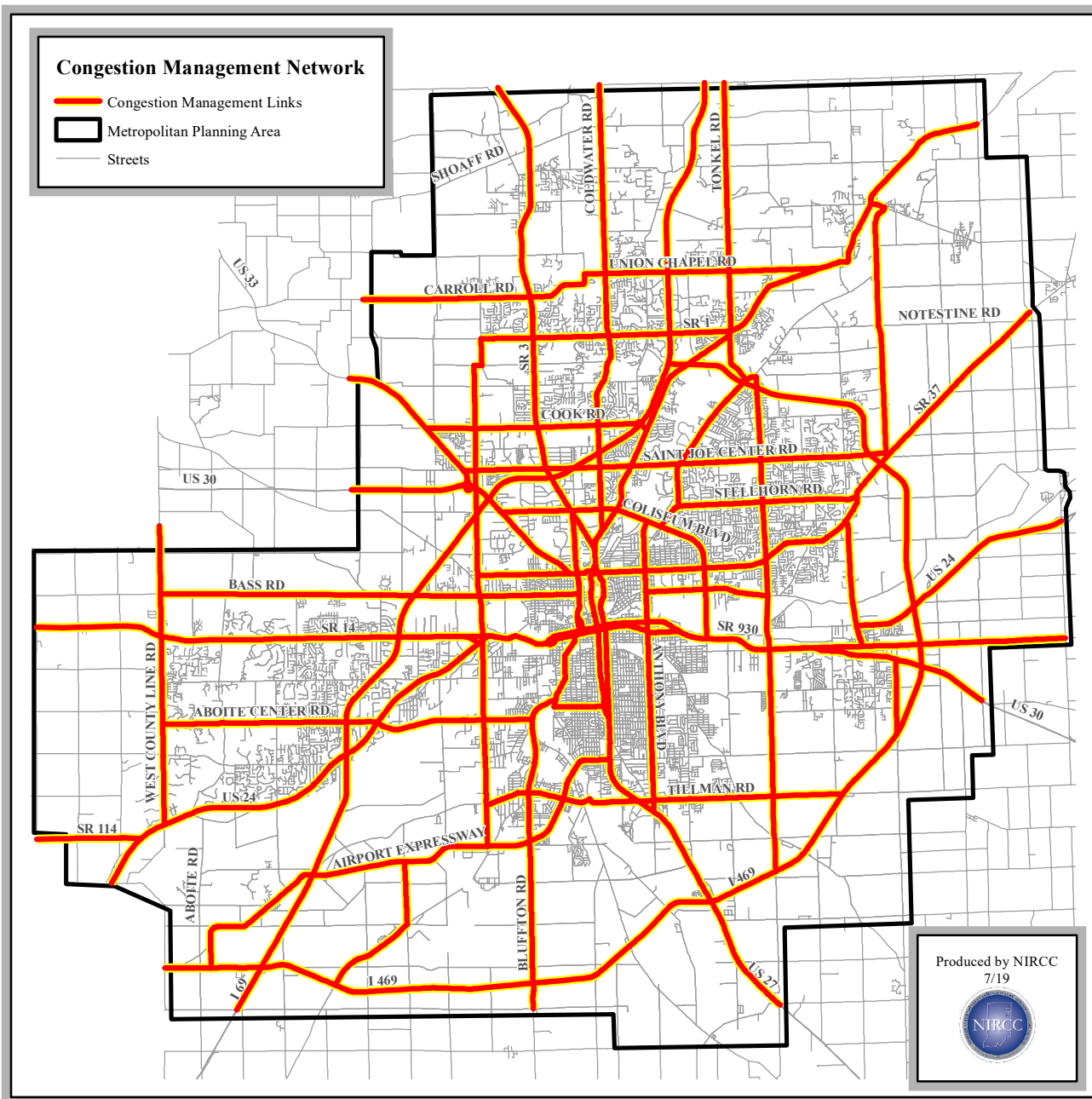
NIRCC's original Congestion Management Process Work Plan was completed in May 1995 and adopted by the Urban Transportation Advisory Board at its June 6, 1995 meeting. The work plan was submitted to the Indiana Department of Transportation, and an updated work plan was submitted at the conclusion of Fiscal Year 1996 and adopted in Fiscal Year 1997. The Fiscal Year 2020 CMP continues to utilize the work plan elements listed above to ensure all federal requirements are met.

The Fort Wayne / New Haven / Allen County Metropolitan Planning Area or Transportation Management Area boundaries were established as the geographic study area for the Congestion Management Process. Urban areas with populations over 200,000 have been directed to use the Metropolitan Planning Area boundaries for the Congestion Management Network. The current congestion management network is displayed in Figure 40.

The CMP is designed to be a dynamic process. As new information on the transportation system is collected, analyzed, and reviewed, strategies are developed and evaluated for mitigating congestion. Implemented strategies are evaluated providing feedback on their success at reducing congestion. This information is documented in annual updates to the CMP report. Comprehensive reviews of the CMP takes place in conjunction with the scheduled update of the Transportation Plan.

The implementation of congestion mitigation strategies occurs within the TMA through a number of different agencies and programs. NIRCC attempts to include all projects and policies involved with congestion mitigation strategies in the transportation planning process. These projects and policies are, and will continue to be documented in the

Figure 40



Transportation Plan. These projects and policies will continue to be included in future Transportation Plan updates.

The transportation planning process has routinely reviewed existing congestion and projected travel demands to assess the potential for future congestion on the transportation system. Strategies, including both transit and highway projects and policies, have been developed, implemented, and evaluated. These strategies have been identified and documented in Transportation Plans and Transportation System Management Programs.

Additional projects and policies implemented to help mitigate congestion and improve overall mobility on the transportation system include Access Management, Transit Improvements, ITS/Signalization Improvements, Incident Management, Safety Management, and Pedestrian/Bicycle Access Improvements. Many of these items are described throughout the Transportation Summary Report as many of the elements summarized are used in conjunction with the CMP and utilize these elements.

NIRCC also has an extensive traffic monitoring program which collects: traffic volume and vehicle classification information; intersection turning movements and geometrics; signal phasing and timing information; travel time and delay data; crash data; and other types of traffic characteristic data. NIRCC also maintains a roadway characteristic database, which includes traffic volumes, length, number of lanes, indicates transit routes, facility classifications, and much more for specified road segments within the TMA. Data is collected annually for these programs in accordance with the Overall Work Program (OWP).

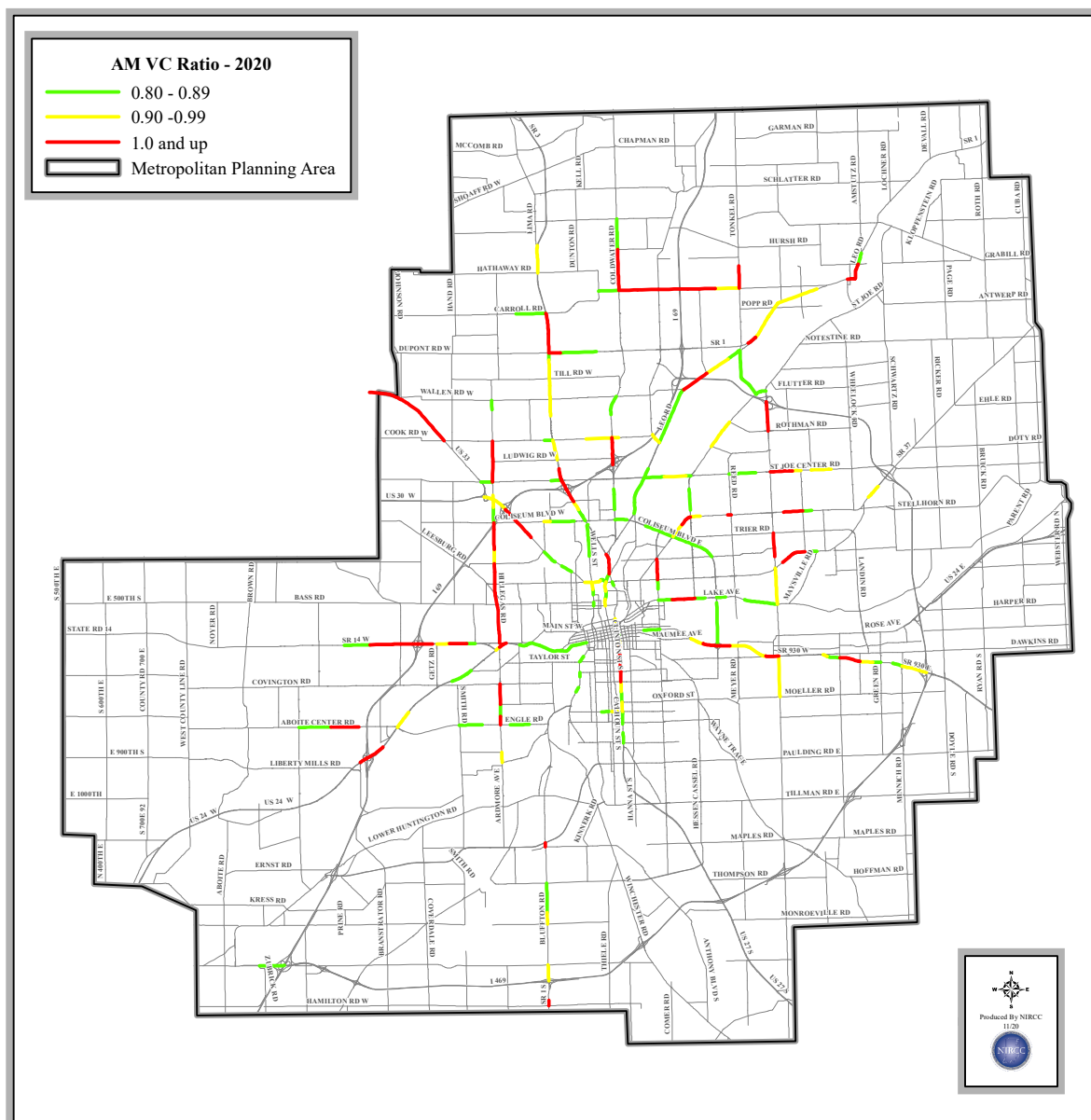
When analyzing the highway system for roads classified as collector or higher, the traffic monitoring program provides the majority of the data needed for a macro analysis. Existing traffic count data for all links within the study area is analyzed according to lane capacities. Roadway volume to capacity (V/C) ratios were calculated using morning and evening peak hour volumes. Actual directional peak hour volumes were used if available. When directional data was not available, average daily traffic (ADT) volumes, and default “D” and “K” factors were used to determine volume to capacity ratios for peak periods. Based upon the recommended benchmark V/C ratios, staff identified which road segments exhibited V/C ratios above the acceptable limits.

The volume to capacity ratio is a key indicator of the degree to which the highway system is being utilized, and is somewhat sensitive to demand responsive strategies. The vehicle miles of travel (VMT) estimate is used primarily as a weighting factor across hours and geographic areas. Total VMT is primarily a base to which changes in the percent VMT can be referenced. If the total VMT increases significantly, but the percent VMT at a given V/C ratio remains constant, the system is accommodating increases in travel demand without increased congestion.

All road segments in the TMA with V/C ratios greater than 0.80 (the most restrictive ratio) were identified, mapped, and color-coded according to levels of congestion (0.80 - 0.89; 0.90 - 0.99; 1.0+). The macro-level analysis identified some road segments not included on the congestion management network. As a result of the analysis, all roadways in the TMA exhibiting V/C ratios exceeding 0.80 were considered as additional components of the congestion management network. The roadways with AM and PM V/C ratios exceeding 0.80 of their respective lane capacities based upon the macro analysis are displayed in Figures 41 and 42. Segments that have V/C ratios greater than 0.80; 0.90; and 1.0 have been separated by color.

In evaluating changes in congestion over time, it is important that each hour be evaluated, not just the peak hour. In locations where the V/C threshold has been exceeded, congestion generally worsens through the spreading of the peak. If hourly information is not provided, the ability to evaluate changes in congestion over time is lost. An

Figure 41



analysis was completed to identify the duration of the congestion beyond the peak hours. Several corridors within the congestion management network were identified for experiencing high levels of congestion (V/C ratios greater than 0.90) an extended number of hours (Figures 43 and 44). Corridors where V/C ratios were found for multiple hours were reviewed to determine the number of continuous hours. These corridors have been designated as “high risk” for congestion issues and will be monitored closely. Micro-level analysis will be performed on these corridors when warranted.

Intelligent Transportation Systems

Another part of the Congestion Management Process is updating Allen County’s Regional ITS (Intelligent Transportation Systems) architecture. ITS is the use of communications, electronics and information processing to help improve the efficiency and safety of surface transportation systems. Due to the nature of information technology being most

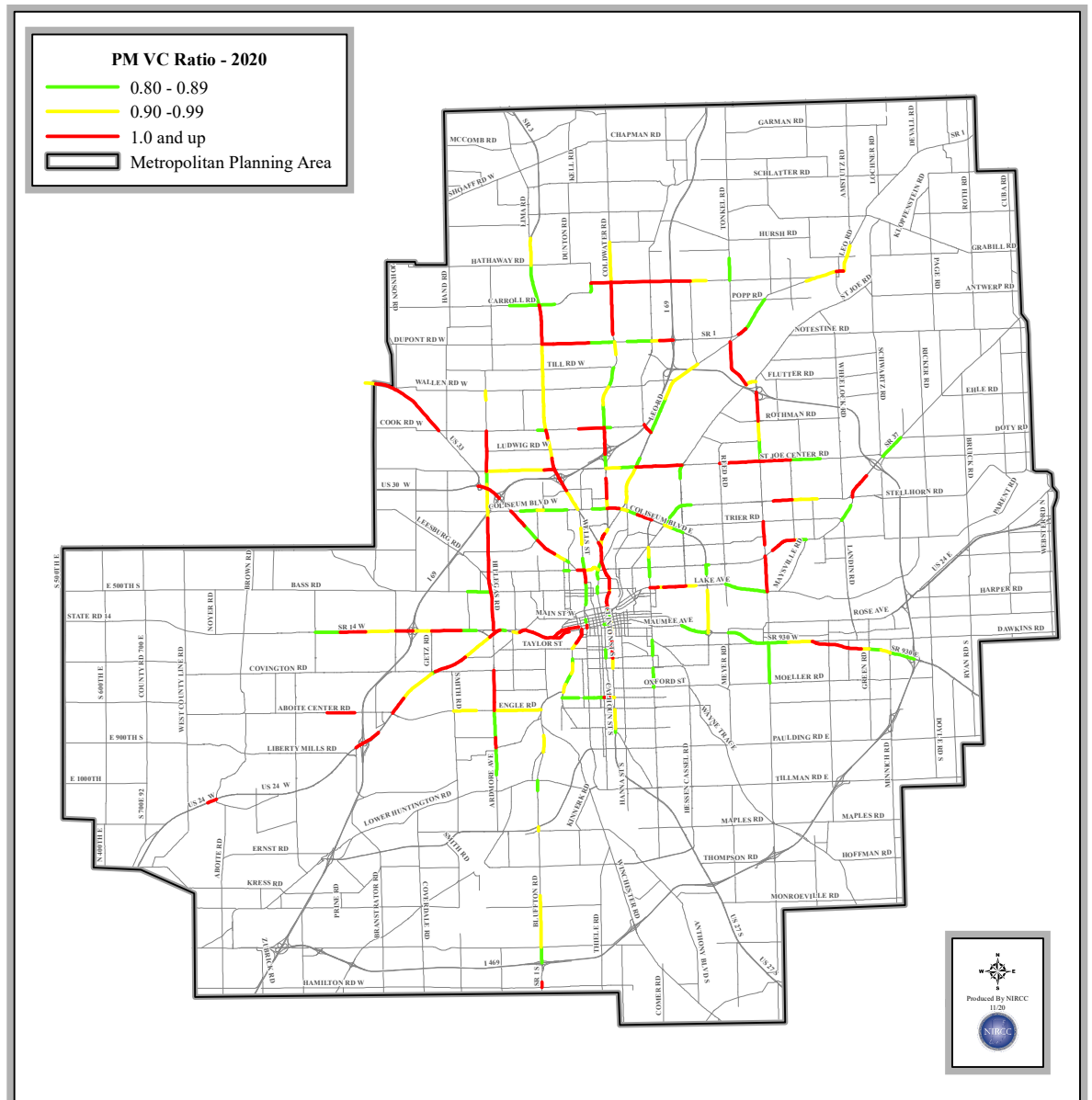
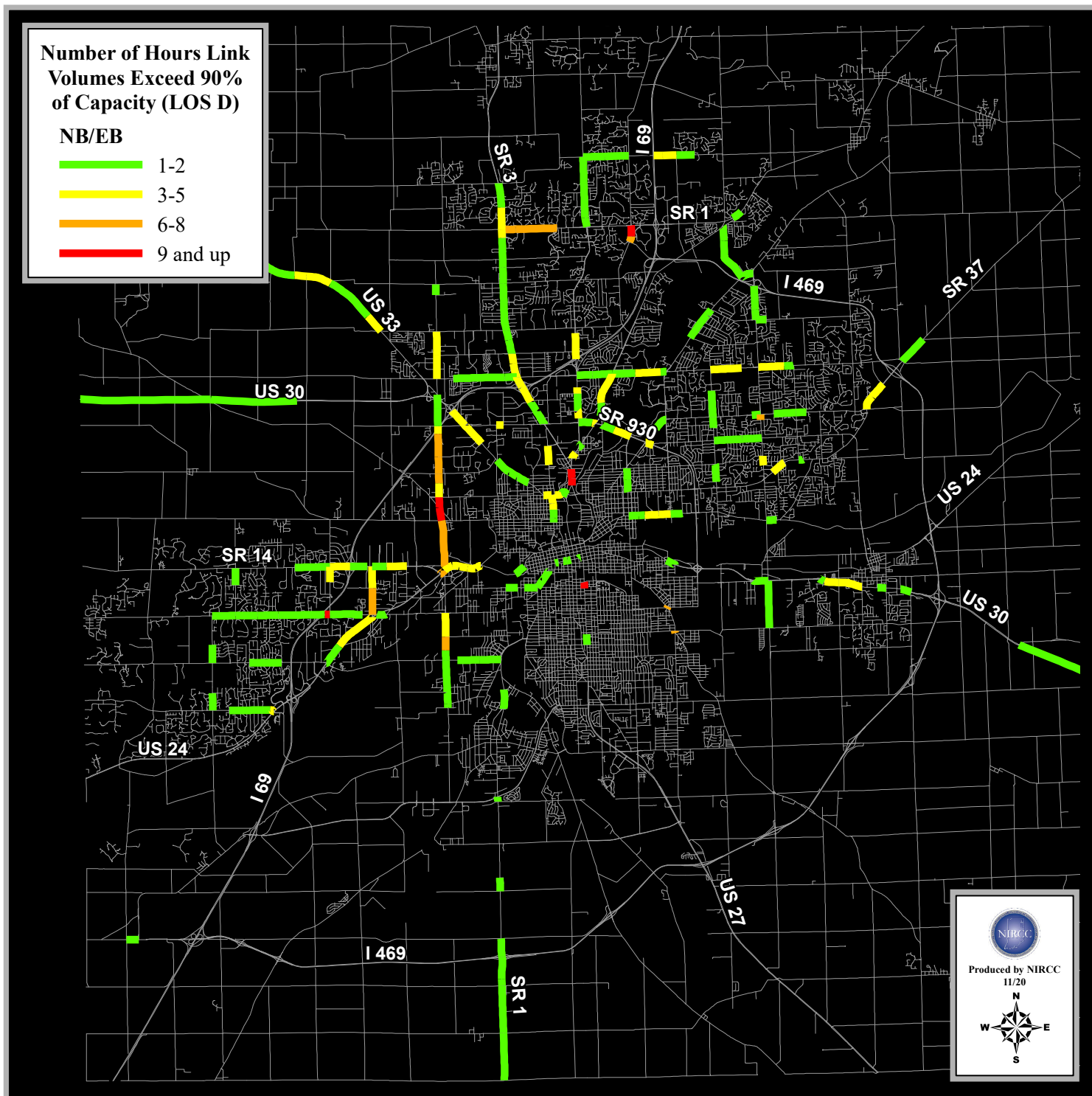


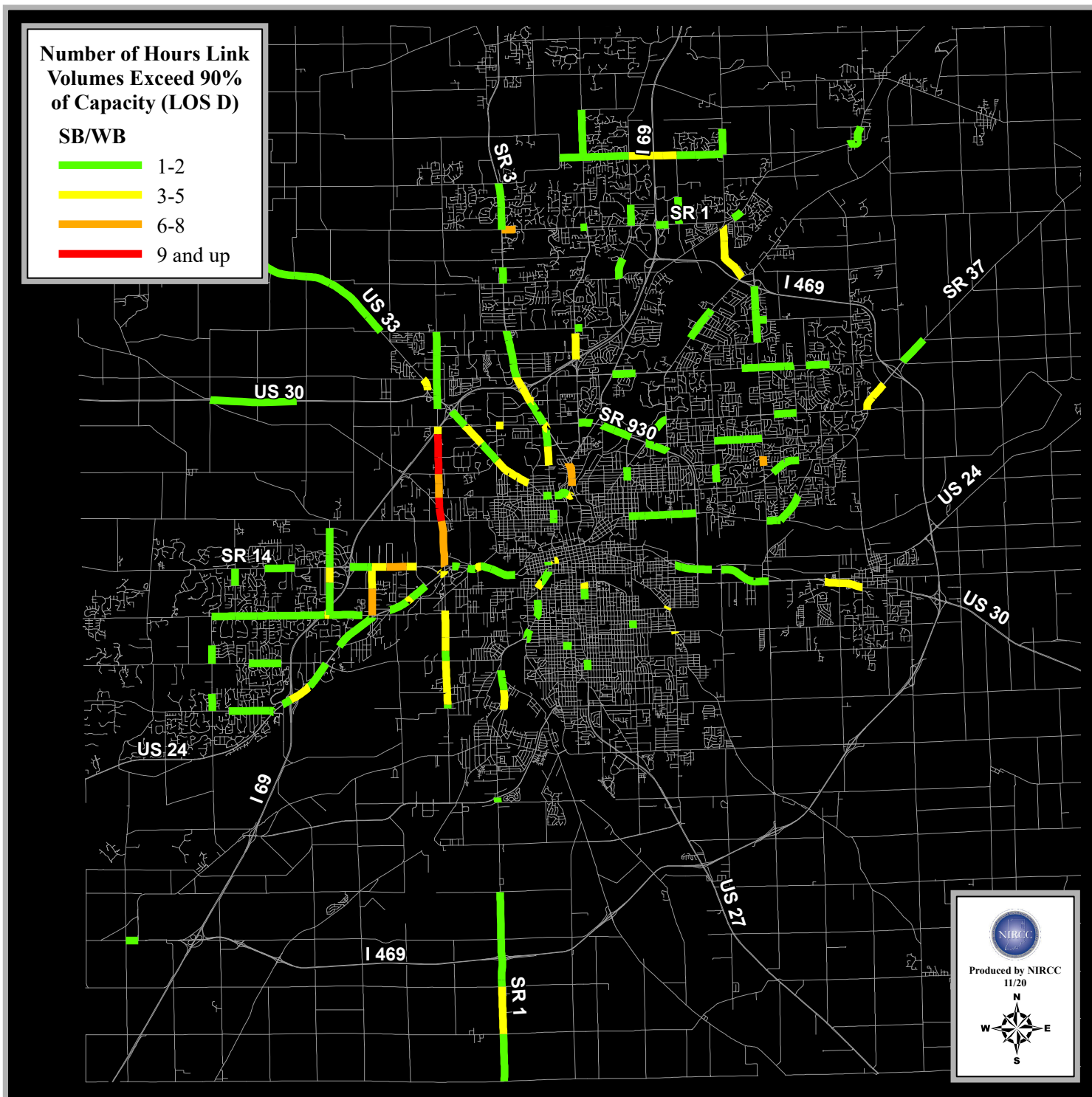
Figure 42

Figure 43



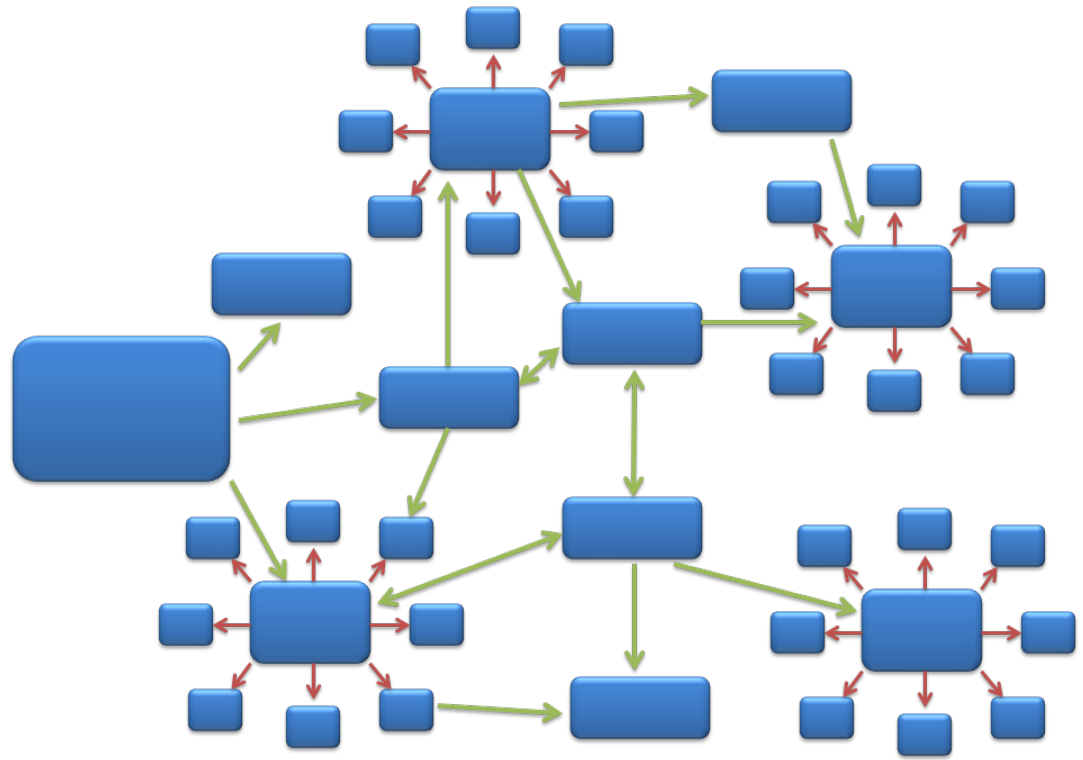
effective when systems are integrated and interoperable the USDOT developed the National ITS Architecture. When referring to architecture, it is best described as a tool that assists in organizing complex entities and relationships. It helps identify system functions and informational flows, and guides development of functional requirements for new systems and improvements.

Figure 44



The National ITS Architecture is designed to provide a common structure for which ITS projects could be based on. The National Architecture specifies what type of interface could exist between the many different components of ITS and also to show the different types of information exchanged. Processes and data flows are grouped to form particular transportation management functions and are represented graphically by data flow diagrams, or bubble charts, which decompose into several levels of detail. In these diagrams, processes are represented as bubbles and data flows as arrows.

The Allen County Regional ITS Architecture details the communications and interactions between 10 primary systems (centers) over a 10-year period (2017-2027). These systems are associated with traffic management, emergency management, maintenance and construction management, transit management, or data management. Each system is associated with a specific stakeholder (anyone with a vested interest or “stake” in the regional ITS architecture) or group of stakeholders.



The original Allen County Regional ITS architecture was completed in March 2005 to meet the requirements of TEA-21. There was an update to the architecture 2008 so that it would meet the requirements outlined in SAFETEA-LU, as well as changes in technologies that had occurred in those three years.

The original Allen County Regional ITS architecture was completed in March 2005 to meet the requirements of TEA-21. There was an update to the architecture 2008 so that it would meet the requirements outlined in SAFETEA-LU, as well as changes in technologies that had occurred in those three years.

In the spring of 2012, the regional architecture went through another update so that it could be approved and submitted to the Federal Highway Administration. This update was included in the 2035 Long Range Transportation Plan. In 2017 the regional architecture was updated to be included with the 2040 Long Range Transportation Plan.

The ITS architecture is continually monitored for updates by NIRCC Staff. In FY 2018 the ITS Architecture was converted to the latest version using FHWA’s new RAD-IT software.

Bicycle and Pedestian Planning

*Studies completed by the Northeastern Indiana
Regional Coordinating Council*

Transportation Summary Report Fiscal Year 2020

BICYCLE AND PEDESTRIAN PLANNING

NIRCC has a significant involvement in area bicycle and pedestrian planning activities. The need and desire for bicycle and pedestrian facilities has dramatically increased over the last 10 - 15 years. The four county region represented by NIRCC has many individuals and organizations advocating improvements to the existing bicycle and pedestrian transportation system as well as expanding the system in the future. The Fort Wayne, New Haven, and Allen County area has been at the forefront for local advocacy groups to begin their planning efforts. Local government has also taken a more active role in their planning efforts to include bicycle and pedestrian amenities.

To better coordinate local efforts, NIRCC began sponsoring the Northeastern Indiana Regional Bicycle and Pedestrian Forum which met from 2002 to 2007. This forum represented a task force comprised of governmental parks, planning and highway agencies, advocacy groups, and special project organizations. The forum increased the communication and coordination between these groups. In addition, the forum played an integral part in developing and completing the Allen County Comprehensive Bicycle-Pedestrian Transportation Plan in 2006. Since 2007 NIRCC has relied on the Greenway Coalition for guidance as well as governmental and public input towards bicycle and pedestrian planning. The coalition is also made up of governmental parks, planning and highway agencies, advocacy groups, and special project organizations. The coalition has been meeting since April of 2005.

Since the adoption of the Comprehensive Bicycle and Pedestrian Plan in 2006, NIRCC has continued to update and improve the plan as needed. In 2007 NIRCC incorporated the “Regional Bicycle and Pedestrian Plan for Northeast Indiana” (Figure 45). Through the years following 2007, recommendations were incorporated into the plan which included the needs expressed by public input and local advocacy groups such as Aboite New Trails, the Greenway Consortium, Little River Wetlands, Northwest Allen Trails, and Fort Wayne Trails Inc. Other plans and recommendations from Allen County, Fort Wayne, New Haven, Leo-Cedarville, Grabill, Monroeville, and Woodburn have provided input or have been included in the plan as well.

Throughout the year NIRCC periodically updates the Comprehensive Bicycle and Pedestrian Transportation Plan for Allen County as well as the Northeast Indiana Regional Bicycle and Pedestrian Plan. Local government and local trail groups are continually planning and completing their trail projects. Also, new opportunities develop and some corridors may need to slightly shift their priorities to create the most practical options for developing a realistic and cost effective bicycle and pedestrian system.

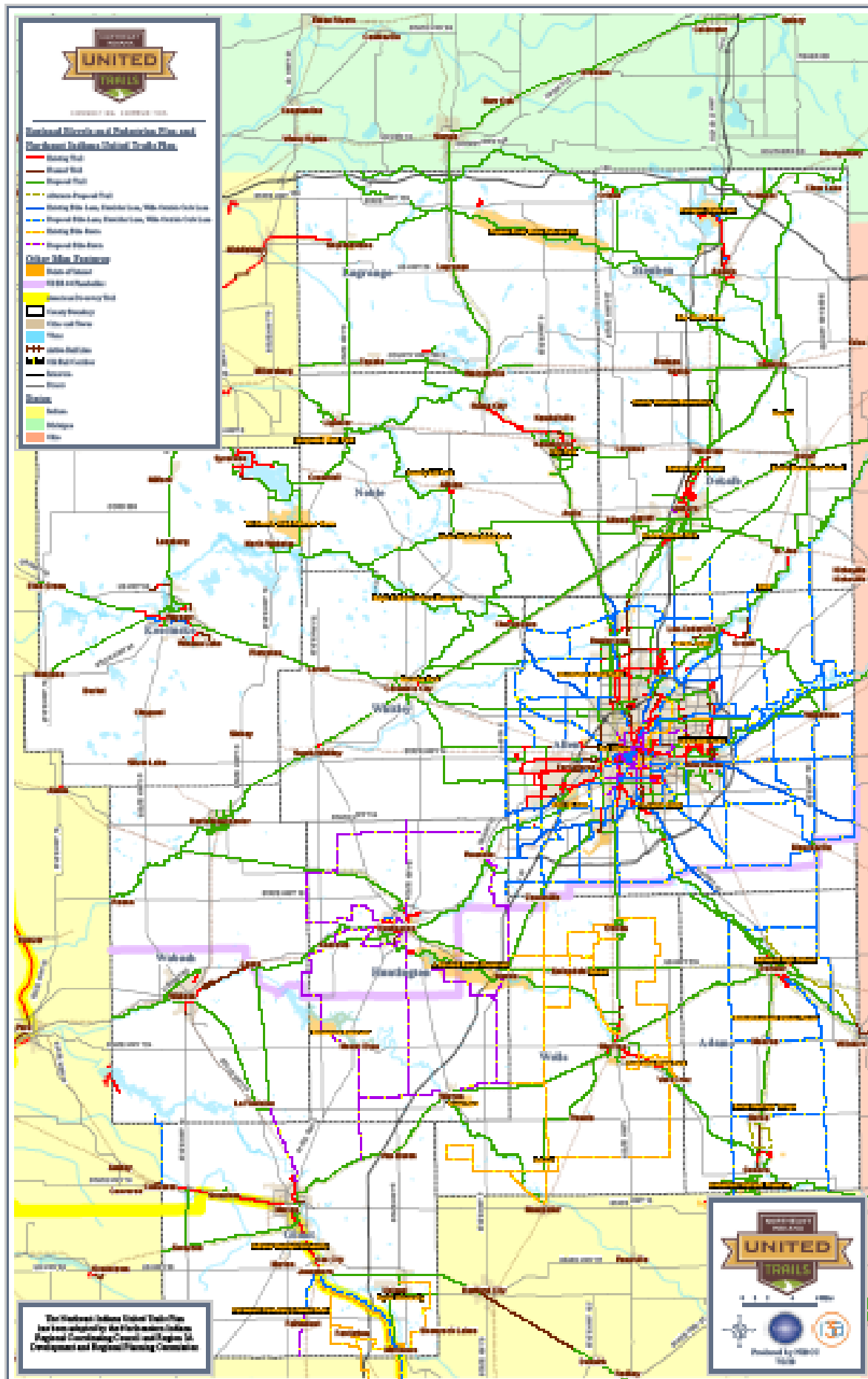
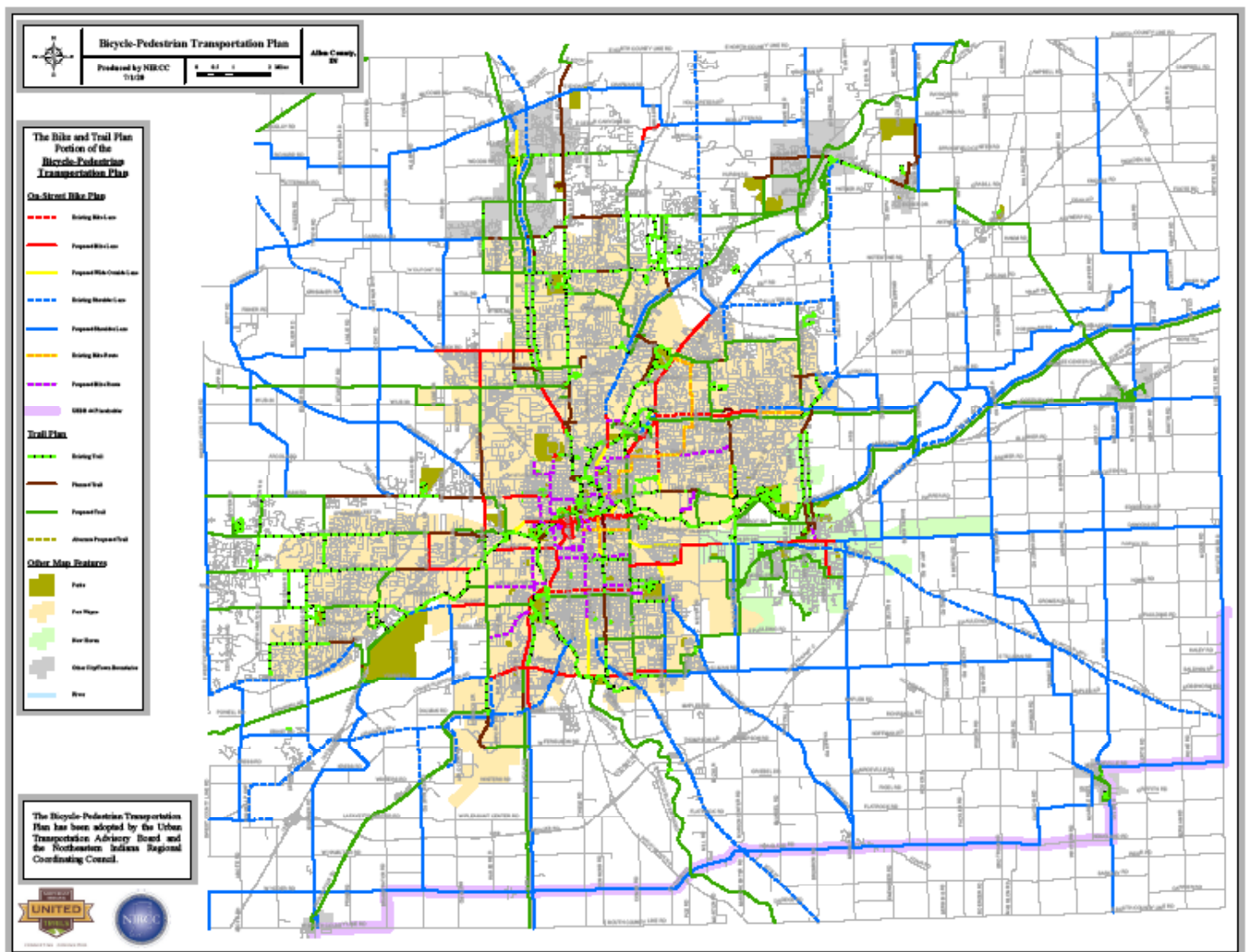


Figure 45
Regional Bicycle and Pedestrian Plan

2035 Long Range Transportation Plan update. To create a more usable and detailed plan that update took what used to be one map, which included all bicycle and pedestrian infrastructure, and separated it into three individual plan maps. These three maps consist of a bike plan (Figure 46) which includes trails and on-street bike infrastructure, a trail plan (Figure 47), and a sidewalk plan (Figure 48). The combination of these three maps, which has continued to be updated in the same way, must be used to find out what is planned, proposed, or already exists for each corridor or alignment identified. For example, some corridors may only include proposed sidewalks while others may propose bike lanes in the street, a sidewalk on one side, and a trail on the other. Some corridors in the plan also identify which side of the street sidewalks and/or trails are proposed for.

Figure 46

Bicycle-Pedestrian Transportation Plan: Bike and Trail Plan

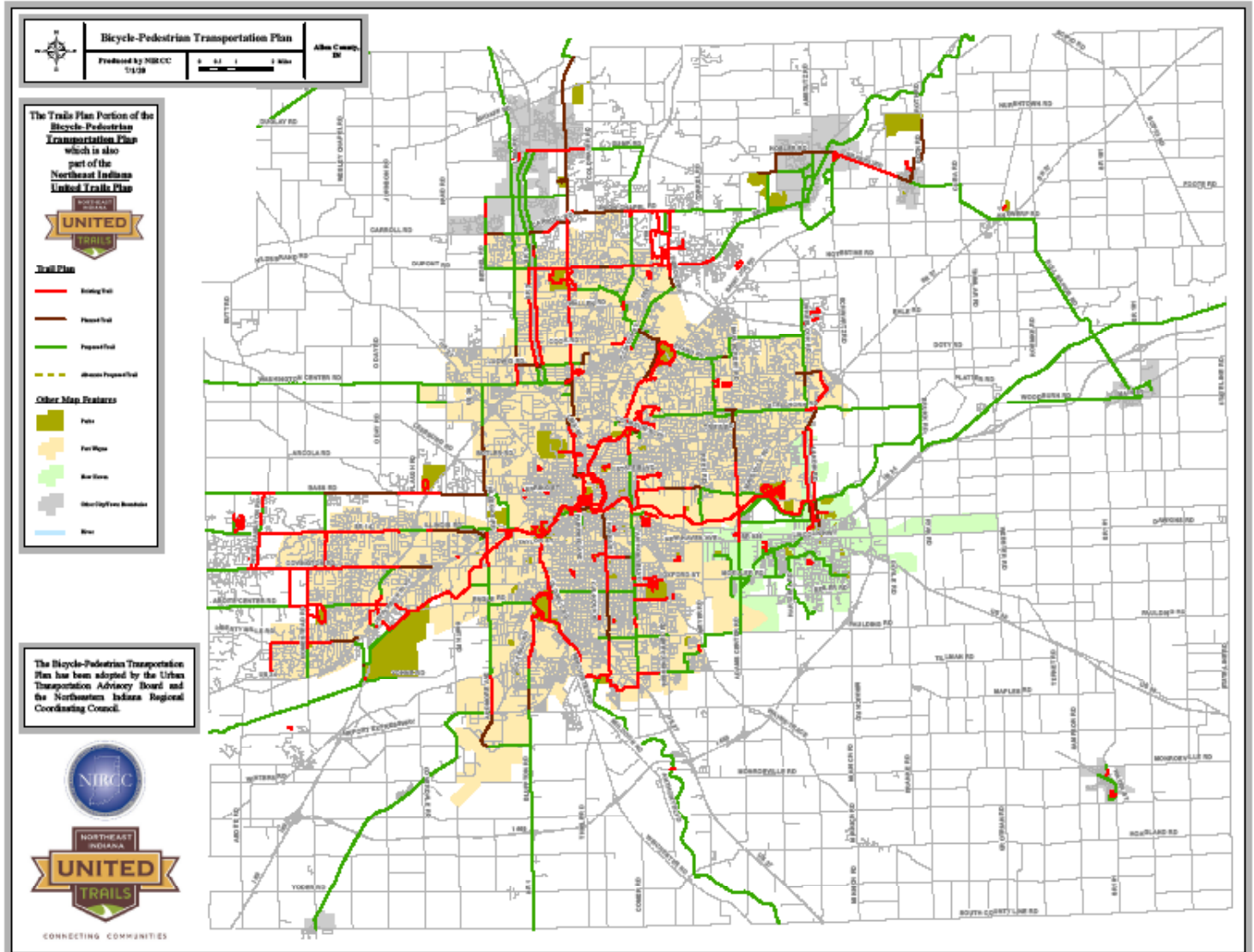


The Bike and Trail Plan (Figure 46) is really intended to show an overall bike network along with the trails plan. Since bicyclists use a combination of on-street infrastructure and trails this map includes both to show how the entire network works together. This map displays a wide range of proposed and existing infrastructure for bicycling. The

proposed and existing facilities displayed include bike lanes, widened outside curb lanes, shoulder lanes, sharrows, bike routes, and trails.

Figure 47

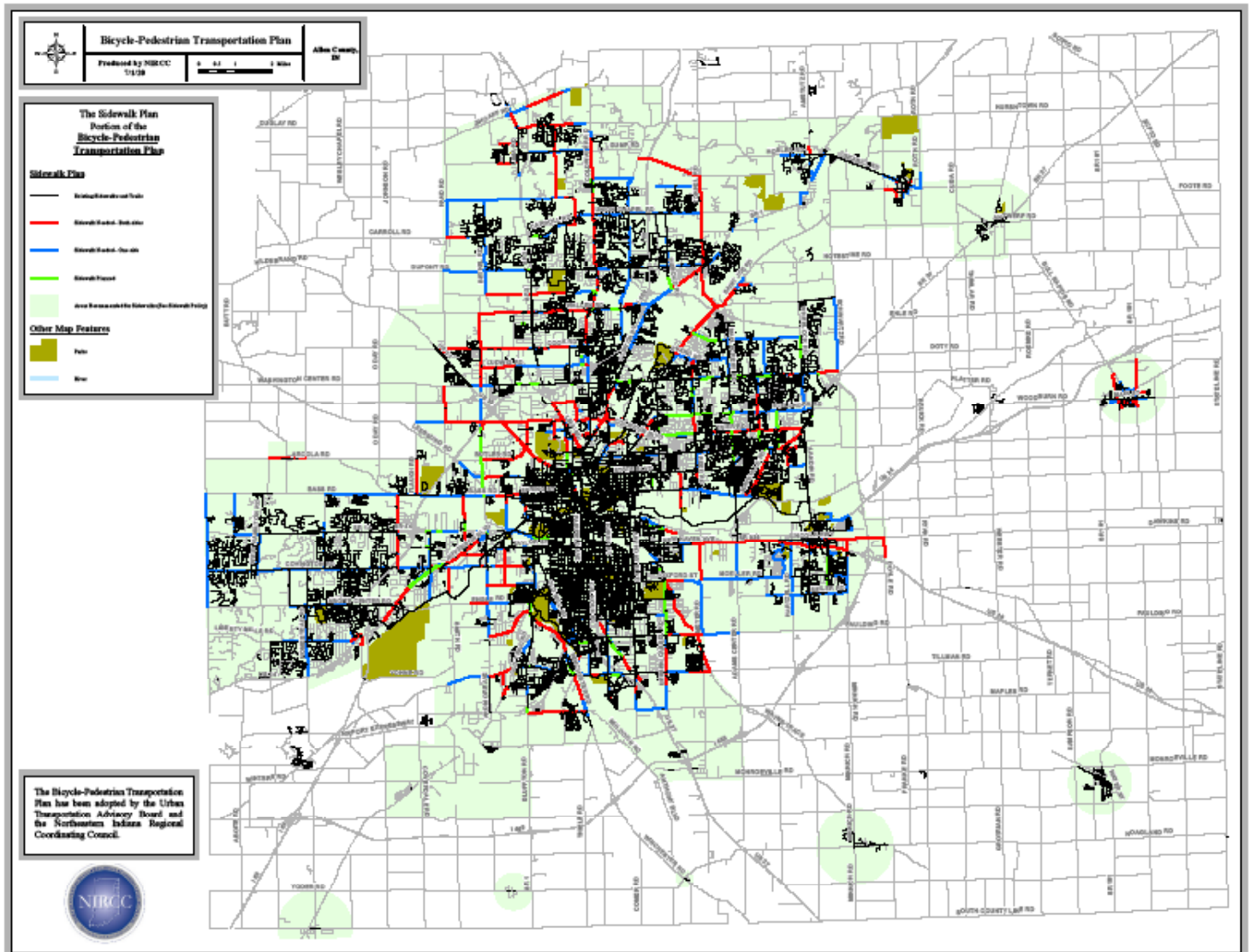
Bicycle-Pedestrian Transportation Plan: Trail Plan



The Trails Plan (Figure 47) shows the entire existing trail system for Allen County as well as how it will tie in with what is planned to occur over the next several years and into the future. The Trail Plan for Allen County is also part of the “Northeast Indiana United Trails” which covers the 12 county trail network in Northeast Indiana. The trails identified as “Planned” are facilities that are being built along with road projects or are standalone projects that have all or most of their funding and we are confident they will be constructed in the near future. The trails identified as “Proposed” vary in their stage of development. These trails may be very conceptual or may currently be in some stage of development but lack the funds to really push them forward to construction.

Figure 48

Bicycle-Pedestrian Transportation Plan: Sidewalk Plan



The Sidewalk Plan (Figure 48) identifies sidewalk needs along all major roadways in the urban area and some outside the urban area. This map displays all existing sidewalks and trails within Allen County and specifically identifies corridors or sections of roadways that need sidewalks on one side or both sides depending on existing features and proposed trails that parallel. The sidewalk needs identified on the map will be used to prioritize sidewalk improvements and identify the need for sidewalks as development spreads throughout the urban area. The map also includes a green shaded area that refers to the sidewalk and bicycle parking recommendations policy included in the 2040 Transportation Plan. Other than what is specifically identified on the map, these areas should always consider sidewalks and bicycle parking amenities as needed depending on development patterns and opportunities that arise.

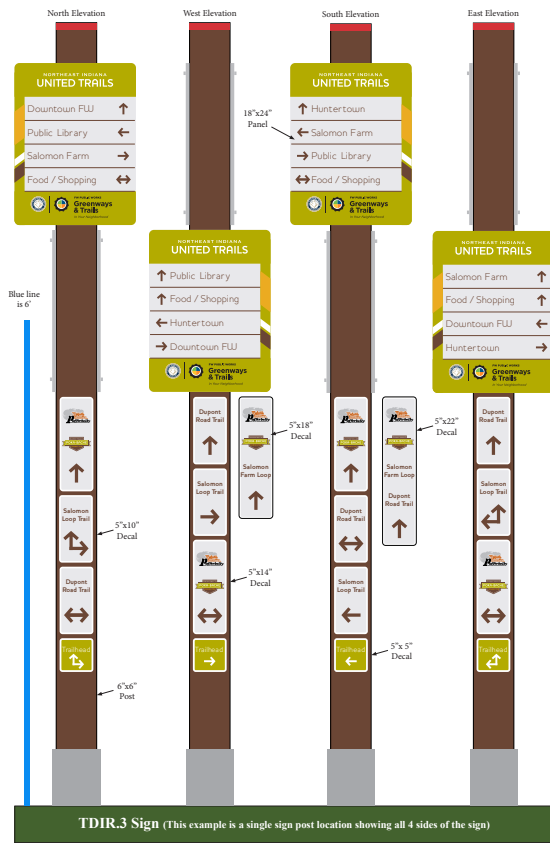
This past fiscal year NIRCC participated in a variety of bicycle and pedestrian planning activities. Some of the common tasks NIRCC participated in or completed for bicycle and pedestrian planning include but are not limited to the following:

- Making updates to the Allen County Bicycle and Pedestrian transportation Plan.
- Making updates to the Allen County Sidewalk and Trail Inventory.
- Updating NIRCC's website with bicycle and pedestrian planning documents.
- Meeting or talking with citizens about bicycle and pedestrian planning issues.
- Working with local advocacy groups.
- Creating maps and supporting documents or reports for bicycle and pedestrian planning.
- Working with other governmental departments and providing ideas, facts, recommendations or any other information related to bicycle and pedestrian planning upon request.
- Researching bicycle and pedestrian facility design, funding types and availability, educational information, safety information, laws and ordinances concerning bicycle and pedestrian subjects.
- Tracking progress on bicycle and pedestrian projects throughout the area.
- Reviewing development plans and transportation projects that are underway or in some stage of design to ensure bicycle and pedestrian connectivity and coordination with the Bicycle-Pedestrian Transportation Plan.
- Checking potential trail and sidewalk projects for environmental conflicts.
- Extracting and analyzing bicycle and pedestrian crash data from NIRCC's crash database.
- Making updates to various bicycle and pedestrian related plans.
- Attending meetings for bicycle and pedestrian issues.
- Creating planning documents, reports, or maps for meetings and governmental agencies.
- Assisted various local groups, governmental departments, agencies, and public with bicycle and pedestrian planning.
- Updating performance measures.

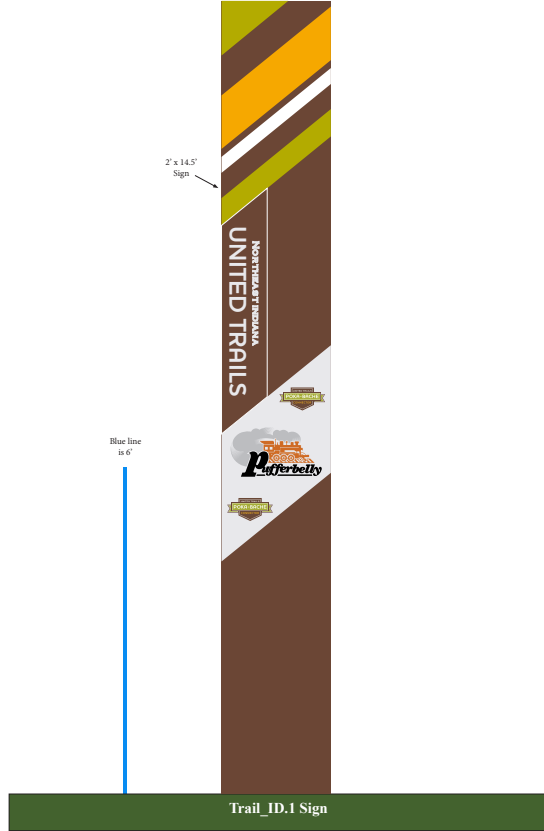
In Fiscal Year 2020 NIRCC assisted in the completion of the initial phase of the branding and wayfinding initiative for the pilot project showcasing new signs along a section of the Pufferbelly Trail from Washington Center Rd to Life Bridge Church. The Pufferbelly Trail is also a section of the Poka-Bache Connector. This corridor will help showcase a the new wayfinding type sings and how they should be placed and used. On the next page (figure 49) you will see examples of how the signs were designed that were used for this initial phase of the project. The only signed that has not been installed yet from the designs in figure 49 is the "Trail_ID.1" sign shown to the upper right.

Figure 49

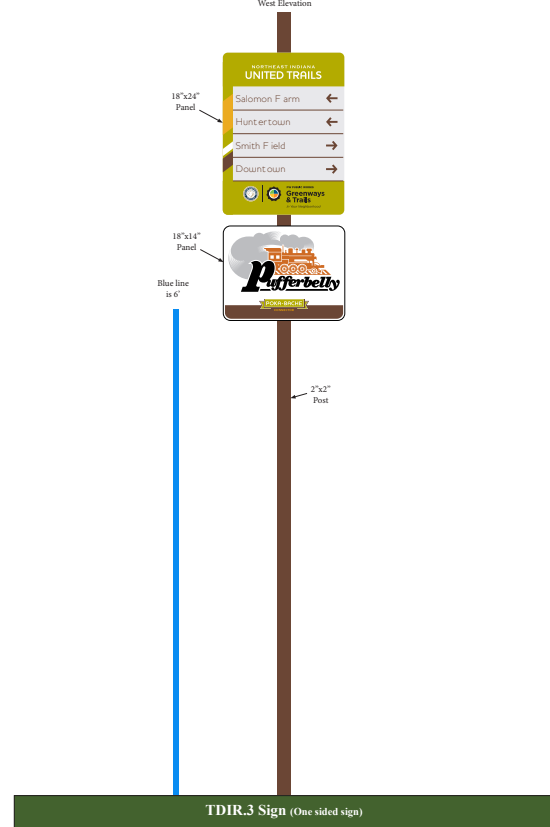
Pufferbelly Trail @ Dupont Road Trail Intersection SignID 23



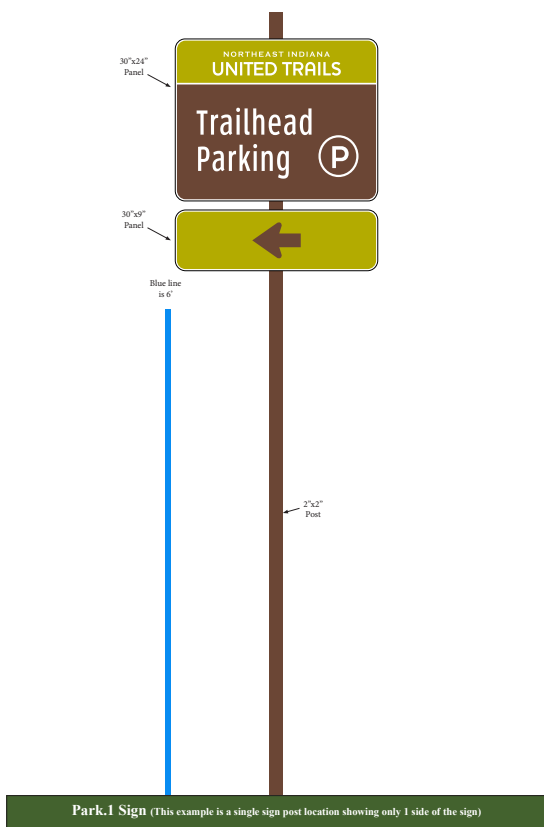
Union Chapel at Corbin Rd - Life Bridge Church Property SignID 2



Pufferbelly Trail @ Hearthstone Village Sidewalk Intersection SignID 59



Life Bridge Church Entrance SignID 3



The total project included 23 locations where the “TDIR.3” type wayfinding sign were installed and 6 locations where the trail head parking signs (Park.1) were installed. Below are some pictures of the signs that were installed.



The brand and wayfinding signage guidelines manual is provided to the public on NIRCC’s website. Files of sign designs and templates are available upon request from NIRCC.

Red Flag Environmental Investigations

A decorative graphic consisting of a vertical blue gradient bar on the left and a horizontal blue gradient bar at the top, both transitioning from light to dark blue.

*Studies completed by the Northeastern Indiana
Regional Coordinating Council*

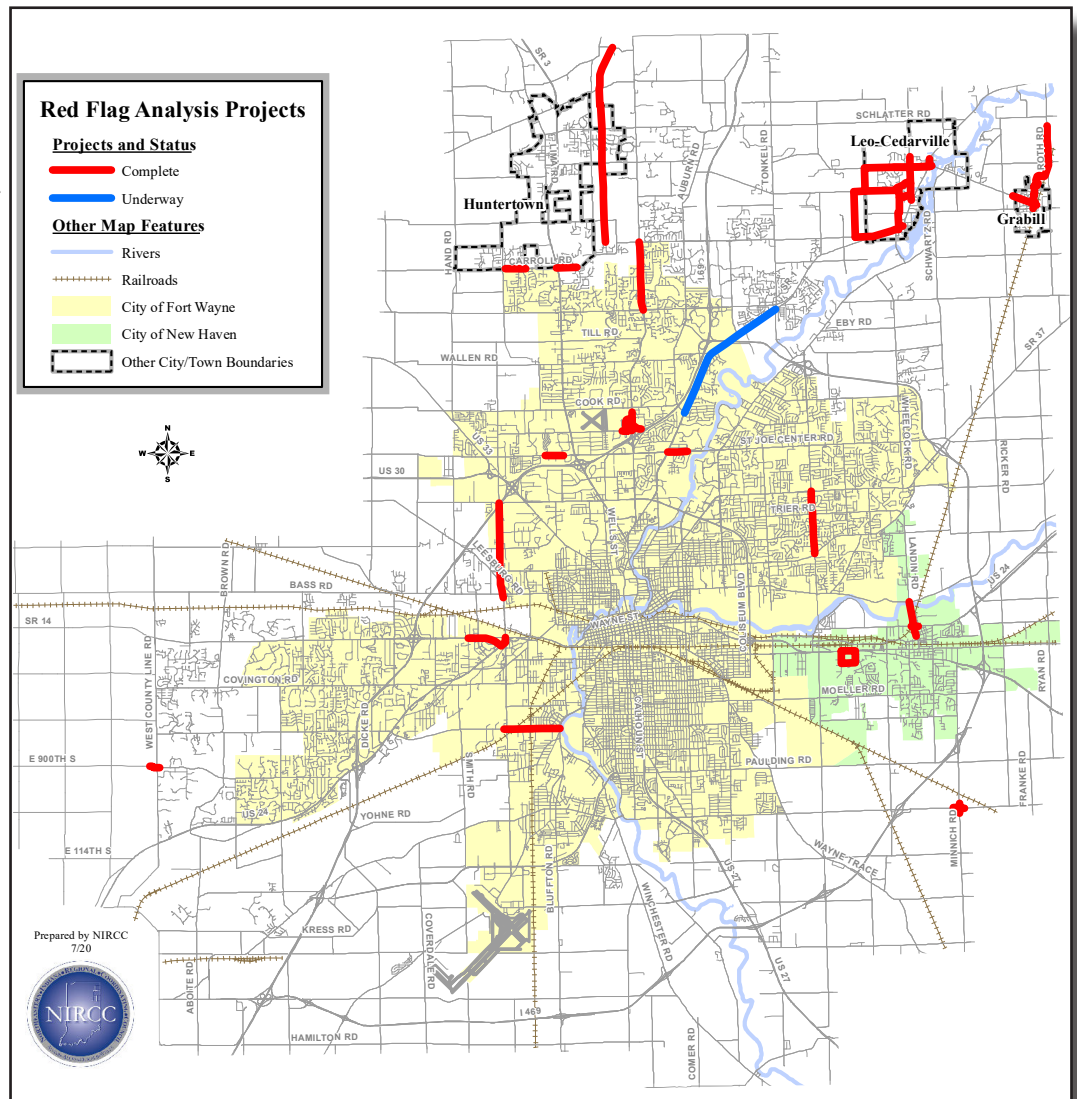
Transportation Summary Report Fiscal Year 2020

RED FLAG ENVIRONMENTAL INVESTIGATIONS

When federal funds are used for projects, agencies are responsible for complying with certain guidelines and requirements throughout the project process. One of the requirements when there is a federal undertaking is that, by all practicable means, the action taking place will identify and either mitigate or avoid any adverse harm to the natural or cultural environment. The National Environmental Policy Act (NEPA) is what establishes these national environmental policies and goals for the protection, maintenance, and enhancement of the environment and provides a process for implementing these goals.

Figure 50

As part of this process agencies conduct investigations during or before the project development phase to see what kinds of environmental effects may be caused as a result. In order to identify locations and issues of concern, or “red flags”, an initial report is completed and referred to as a Red Flag Investigation (RFI). The report identifies these red flags that may require additional study coordination in future steps of the project development process. They may also prompt creative management or design approaches which may increase right of way and construction costs. The report also identifies any “fatal flaws” in the study area which are locations that must be avoided all together.



In FY 20 NIRCC completed work on six Red Flag Investigations (RFIs) which included updates to the Amstutz Road/Hosler Road RFI in the town of Leo-Cedarville, updates to the Carroll Road RFI in Huntertown, the Hillegas Rd RFI in Fort Wayne, the Coldwater Rd RFI in Fort Wayne, the Clinton St RFI in Fort Wayne, and the Fishing Line Trail

RFI summary. All RFIs, updates to RFIs, RFI summaries were completed in FY 20 except the Clinton St RFI. The Clinton St RFI draft is complete and will be finalized in FY 20. The RFIs NIRCC has completed to date are shown in figure 50. Throughout the Fiscal Year NIRCC also commented on a number of projects for Early Coordination which requires referencing the same data used to complete Red Flag Investigations. Also, NIRCC continued to update analysis data for future Red Flag Investigations and Early Coordination efforts.

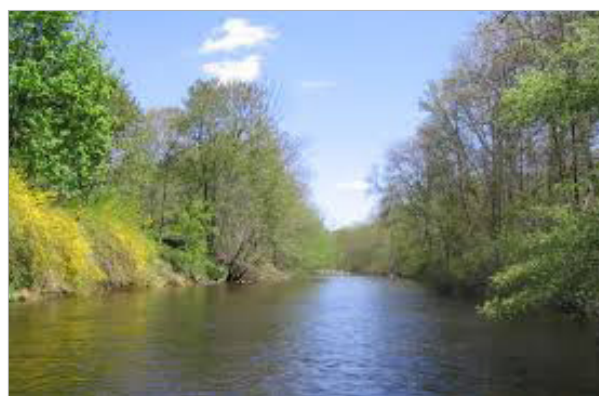
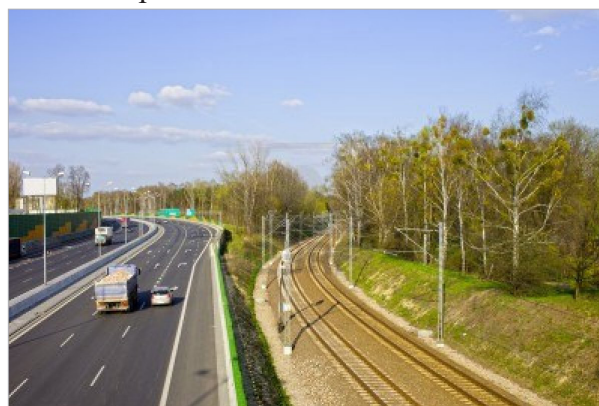
Red Flag Investigations analyze projects to find out what types of environmental red flags may be present. To do this NIRCC utilized GIS (Geographical Information Systems) to search areas within half a mile of the project limits to identify any items that may fall within any of the six main sections of the report. Here is a list of the six sections in the report with examples of what is being identified within each:

1. Infrastructure – Examples include airports, cemeteries, schools, hospitals, parks, utilities, religious facilities, etc.

2. Water Resources – Examples include rivers, streams, special interest waterways, wetlands, floodplain, etc.

3. Mining/Mineral Exploration – Examples include mines, petroleum wells, and petroleum fields.

4. Hazmat Concerns – Examples include underground storage tanks, different types of waste sites, cleanup sites, remediation sites, dumps, etc.



5. Ecological Information – Identifies endangered, threatened, or rare species.

6. Cultural Resources – Examples include historic sites and districts, potential historical sites and districts, select and non-select bridges, and properties identified in interim reports.

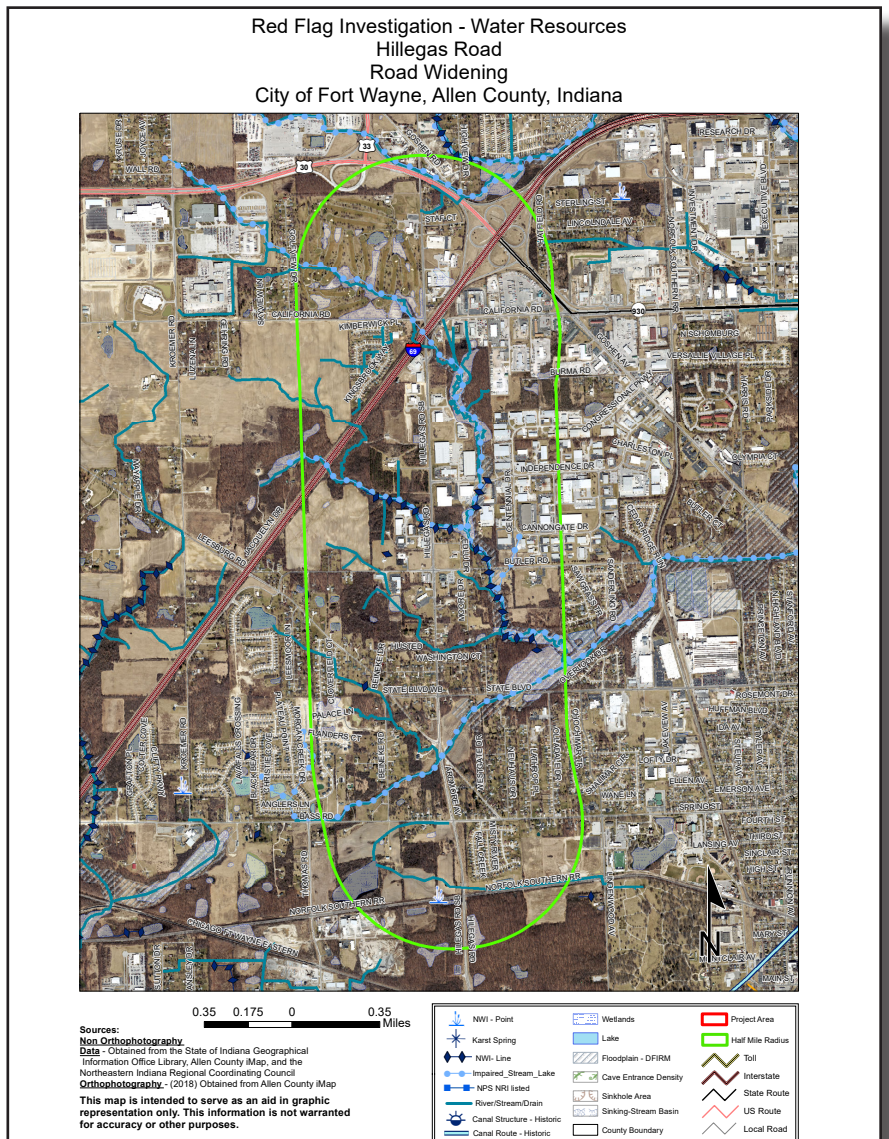


Besides the sections listed above, NIRCC also completes a section identifying bicycle and pedestrian facilities, existing and proposed, throughout the project area and specific locations that may need special consideration for ADA compliance. For each RFI there are also maps providing visuals of each project’s location and individual maps for each section listed above identifying all red flags within the half mile radius.

Figures 51 and 52 give you examples of two maps included in the report NIRCC worked on this past fiscal year for Hillegas Road. Figure 51 is the map which identifies “Water Resources” near the project area and Figure 52 displays “Infrastructure” items identified in the red flag analysis.

Along with the maps NIRCC also creates a table for each of the six sections. These tables show everything that is considered when conducting the red flag analysis and how many items of each are found within a half mile radius of the project.

Figure 51



You will see an example of the “Water Resources” table and “Infrastructure” table from the Hillegas Road project in Figures 53 and 54. Once the tables are complete NIRCC includes a summary of findings for each item with a description in the report that also states whether or not each item will be affected by the project. To find out further information about Red Flag Analysis or detailed information about a specific Red Flag Analysis already completed please contact NIRCC for assistance.

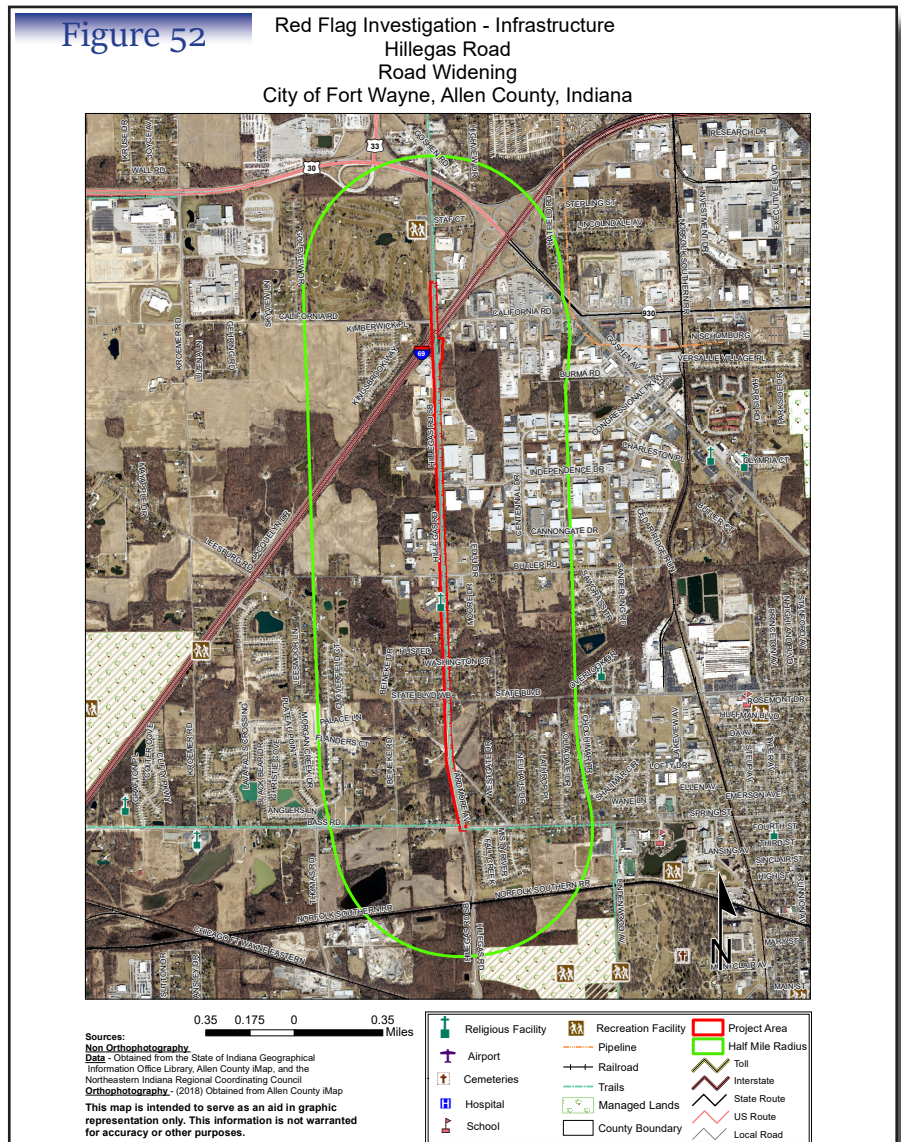


Figure 53

Water Resources			
Indicate the number of items of concern found within the 0.5 mile search radius. Items in () are the number of items that are adjacent to or within the project area. If there are no items, please indicate N/A:			
NWI - Points	1	Canal Routes - Historic	N/A
Karst Springs	N/A	NWI - Wetlands	58⁽²⁾
Canal Structures – Historic	N/A	Lakes	10
NPS NRI Listed	N/A	Floodplain - DFIRM	22⁽²⁾
NWI-Lines	5⁽¹⁾	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	5⁽³⁾	Sinkhole Areas	N/A
Rivers and Streams	28⁽⁶⁾	Sinking-Stream Basins	N/A

Figure 54

Infrastructure			
Indicate the number of items of concern found within the 0.5 mile search radius. Items in () are the number of items that are adjacent to or within the project area. If there are no items, please indicate N/A:			
Religious Facilities	1 ⁽¹⁾	Pipelines	N/A
Airports ¹	0	Railroads Active	1
Cemeteries	N/A	Railroads Abandoned	N/A
Hospitals	N/A	Managed Lands	N/A
Schools	N/A	Trails Existing	N/A
Recreational Facilities	2 ⁽¹⁾	Trails Proposed/Planned	3 ⁽³⁾

¹In order to complete the required airport review, a review of public airports within 3.8 miles (20,000 feet) is required.

Transit Planning Activities

*Studies completed by the Northeastern Indiana
Regional Coordinating Council*

Transportation Summary Report Fiscal Year 2020

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.

In Fiscal Year 2020, Transit Planning Activities completed by NIRCC staff included the facilitation of the Section 5310 Local Capital and Operational Funding programs and providing assistance to Citilink to complete their 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). 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 Program. 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 2019 with awards announced in June 2019. The capital program provides 80% of the total vehicle cost, requiring a 20% local match from the applicant. In Fiscal Year 2020, approximately \$146,000 in Section 5310 Capital funding to the Community Transportation Network to purchase a total of 3 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 is issued every other July with awards announced every other October. The operational program provides 50% of the total project cost, requiring a 50% local match from the applicant. In Fiscal Year 2020, NIRCC staff prepared the application package and call for projects that was issued in July 2020 to provide up to \$207,000 (dependent upon 2021 FTA allocation) in Section 5310 Operational funding to area agencies with projects that provide transportation for seniors and individuals with disabilities initiating in 2021 and running through 2022.

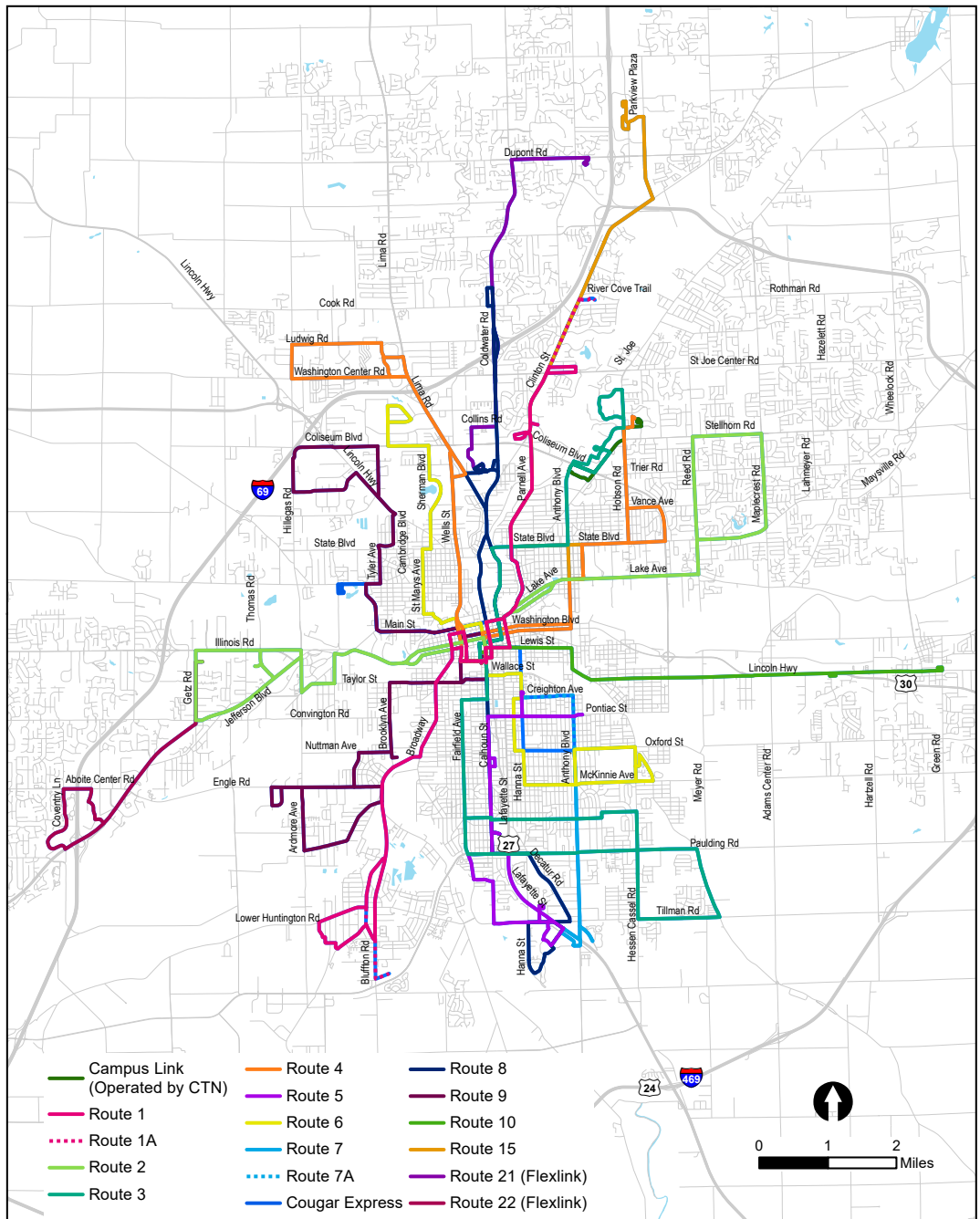
Citilink Comprehensive Operations Analysis and Transit Development Plan

In January 2020, Citilink completed their 2030 Transit Development Plan (TDP). The Executive Summary and the full TDP can be found at <https://www.nircc.com/transit.html>. 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 (figure 55), 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 (figure 56). This time around, Citilink also completed 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.

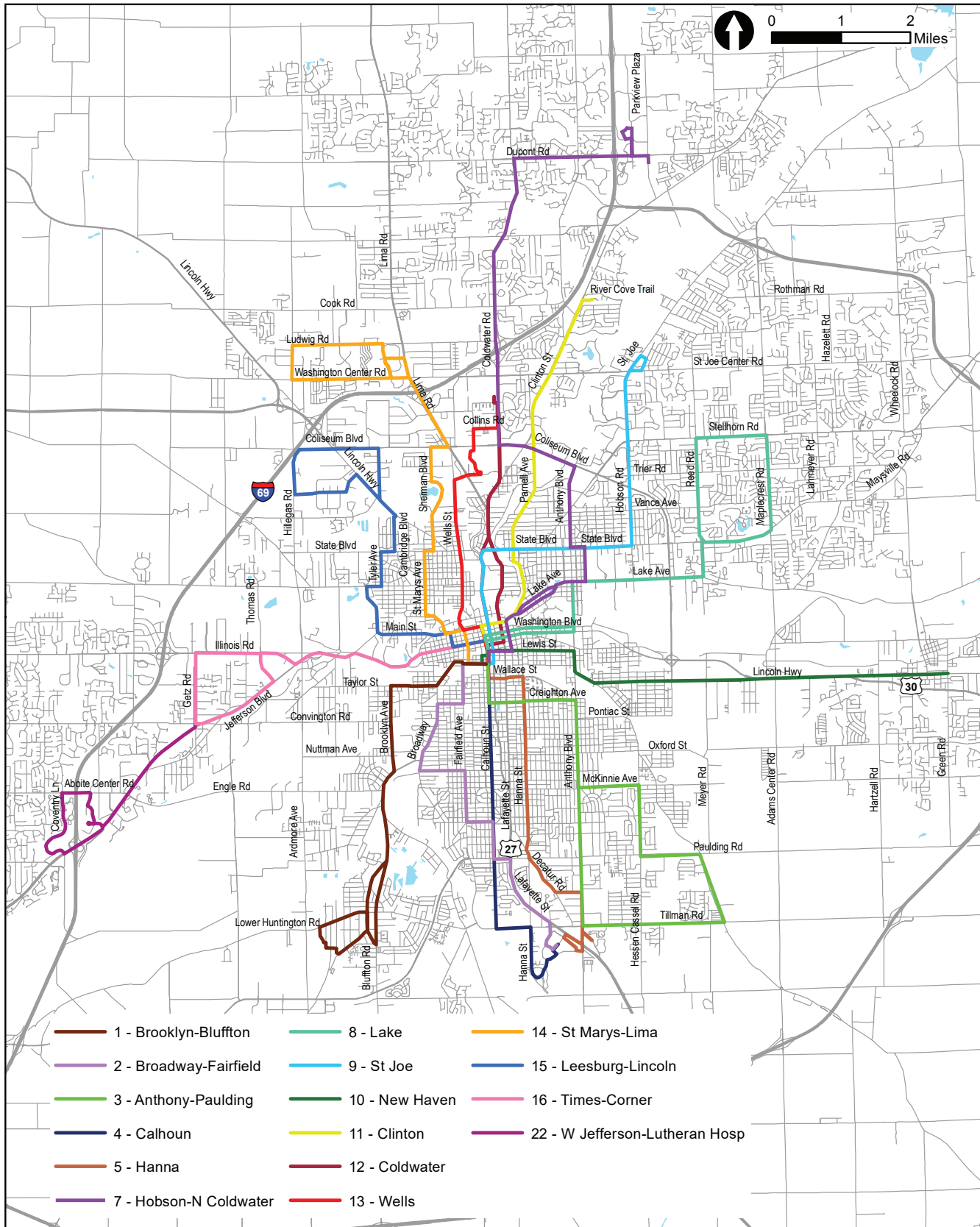
Figure 55
Citilink Existing System Map

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. Between 2018 and January 2020, NIRCC staff assisted with data collection, facilitation of public involvement, and plan development and review. The completed TDP is a principal long-range planning tool for the Citilink Board, Citilink staff, and NIRCC. Citilink recognizes that the TDP is a living document. The planning process must provide flexibility to address major changes in areas such as organizational/ governance, fares, new services/facilities, available funding, economic



conditions, demographic and employment patterns, and changes in federal and state laws and regulations. To reflect and address these possible changes, the plan will be reviewed each year. The annual reviews and minor updates will serve to address changes that will occur due to funding, technology, community priorities, etc.

Figure 56
Citilink Proposed System Map per 2030 TDP



Creating Livable Communities and Ladders of Opportunity

*Studies completed by the Northeastern Indiana
Regional Coordinating Council*

Transportation Summary Report Fiscal Year 2016

CREATING LIVABLE COMMUNITIES AND LADDERS OF OPPORTUNITY

The purpose of this program is to encourage community-based transportation and land use projects that support infill development in the urban area and revitalization efforts of downtown areas, neighborhoods, commercial cores and transit corridors. The primary intent is to advance community sustainability and overall access to essential services such as employment, healthcare, education and recreation.

The program will concentrate on energy conservation, climate change and lowering infrastructure operating costs with a goal of more efficiently using existing infrastructure to reduce emissions, energy use and personal transportation costs. The process will focus on transit and non-motorized transportation in Northeast Indiana. Advancing the objectives of the Transit and Bicycle-Pedestrian components of the Transportation Plan will be a primary objective.

NIRCC will develop and implement analytical methods to identify connectivity gaps of the transportation system between residential neighborhoods and essential services. Strategies will be developed to improve connectivity within the region to these services utilizing transit, bicycle, pedestrian and other non-traditional infrastructure and programs. Activities will also include reviewing development plans to recommend access control, transit friendly designs and opportunities for pedestrian and bicycle facilities. A blueway system will be defined in collaboration with the regional trail system to promote improved water quality through the use of local waterways for transportation and recreational purposes.

Northeast Indiana Water Trails Initiative

The Northeast Indiana Water Trails Initiative (NEIWTs), housed under the NIRCC, is a regional partnership working to increase recreation opportunities on our waterways by promoting boat access, water safety and stewardship, and the development of regional water trails that will empower our citizens to become more active and unified. It began in early 2015, and has had several accomplishments working toward its mission since its inception.

Some of the NEIWTs accomplishments include developing and printing waterproof water trail maps for the Indiana portion of the Western Lake Erie Basin in 2016; development and launch of a website which includes all things paddling in northeast Indiana (neiwatertails.com) in 2017; facilitating the installation of a new boat access site on the St. Joseph River north of Fort Wayne with a land transfer from the Allen County Highway Department to the Indiana Department of Natural Resources in 2018; developing a water access – trailhead sign template and the installation of the first sign at Guldlin Park in Fort Wayne in 2019.

The water access – trailhead sign pilot project which began in 2019 has been a success and it is expected that trailhead signs will go up at an additional four public water access sites in 2020. The NIRCC will continue to offer services to customize the trailhead signs so that local organizations can install them at water access sites they manage throughout NE Indiana. Additionally, the NEIWTs has partnered with the Wells County Trails group to implement the necessary amenities along approximately 14.5 miles of the Wabash River in Wells County to create a safe and accessible water trail between White Bridge Recreation Area east of Bluffton and Markle.

2020 hosted the fifth annual Pedal, Paddle, Play which is the NEIWTs annual community event and fundraiser. The event this year was altered to a virtual event due to the Covid-19 health emergency. However, 64 individuals participated by exploring the land and water trails in NE Indiana and posting their picture out on the trail to social media and include which trail they were on and use #pedalpaddleplay2020. This virtual event was a great way encourage participants to explore all of NE Indiana's trails as well as advertise all the water and land trails that NE Indiana has to offer. Funds raised from the event will be used to implement the projects along the Wabash River in Wells County

SUMMARY

The Transportation Summary Report provides an overview of some of the transportation planning activities performed by the Northeastern Indiana Regional Coordinating Council (NIRCC) during Fiscal Year 2020. The Summary Report highlights a majority of the transportation planning activities conducted and the products produced by NIRCC during Fiscal Year 2020. The document provides a basic overview of the transportation planning activities, data and products produced as part of the transportation planning process. Various types of traffic data integral to the planning process are collected and processed. Traffic volume and classification data are two examples of this basic information. The vehicle miles of travel provides a mechanism for assessing travel demand growth within the region.

Traffic studies help monitor the transportation system, identify problem areas and assist in the development of viable solutions. Crash analyses, intersection analyses, and different types of corridor studies serve to improve safety and efficiency. Through a cooperative and coordinated process the cities of Fort Wayne and New Haven, Allen County, Citilink, and the State of Indiana review the information and recommend improvements. The multimodal nature of the planning process includes public transit, para-transit, bicycle and pedestrian travel. The projects listed in the Fiscal Year 2020-2024 Transportation Improvement Program (TIP) represent the improvements selected for implementation. The Fiscal Year 2020-2024 TIP can be found on NIRCC's website.

The staff of the Northeastern Indiana Regional Coordinating Council will continue to monitor the transportation system striving to provide a complete transportation system. A system that enhances efficiency, promotes safety, and maintains a conscious regard for the quality of life. For this goal to become a reality, constant monitoring of the existing system must occur. Staff is continually collecting data on the existing system to support the short-range planning process and to identify the challenges and opportunities of the future.

The primary purpose of this report is to familiarize the readers with the techniques used by NIRCC and the resulting products to promote a more functional transportation process in our community. However, this report only provides a summary of the wide variety of activities conducted by NIRCC and its staff. NIRCC is constantly striving to provide relevant information to the public and communities it serves to support a decision-making process that improves the transportation system.

If you would like additional information concerning the studies and reports referenced in this document or have questions regarding the transportation planning process, please contact NIRCC staff at (260) 449-7309. NIRCC also maintains a website that contains many of the transportation planning documents and products at www.nircc.com. The site also contains an amended Transportation Improvement Program (TIP), 2040 Transportation Plan, and many other documents and staff contact information.

Transportation Summary Report Fiscal Year 2020

*Studies completed by the Northeastern Indiana
Regional Coordinating Council*

Transportation Summary Report Fiscal Year 2020

Northeastern Indiana Regional Coordinating Council
200 East Berry Street, Suite 230
Fort Wayne, IN 46802
Phone: 260-449-7309
Fax: 260-449-8652
Website: www.nircc.com

