Transportation Summary Report

NIRCC

Fiscal Year 2022

Produced by the
Northeastern Indiana Regional Coordinating Council

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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 2022. 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, the amended Fiscal Year 2022-2026 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

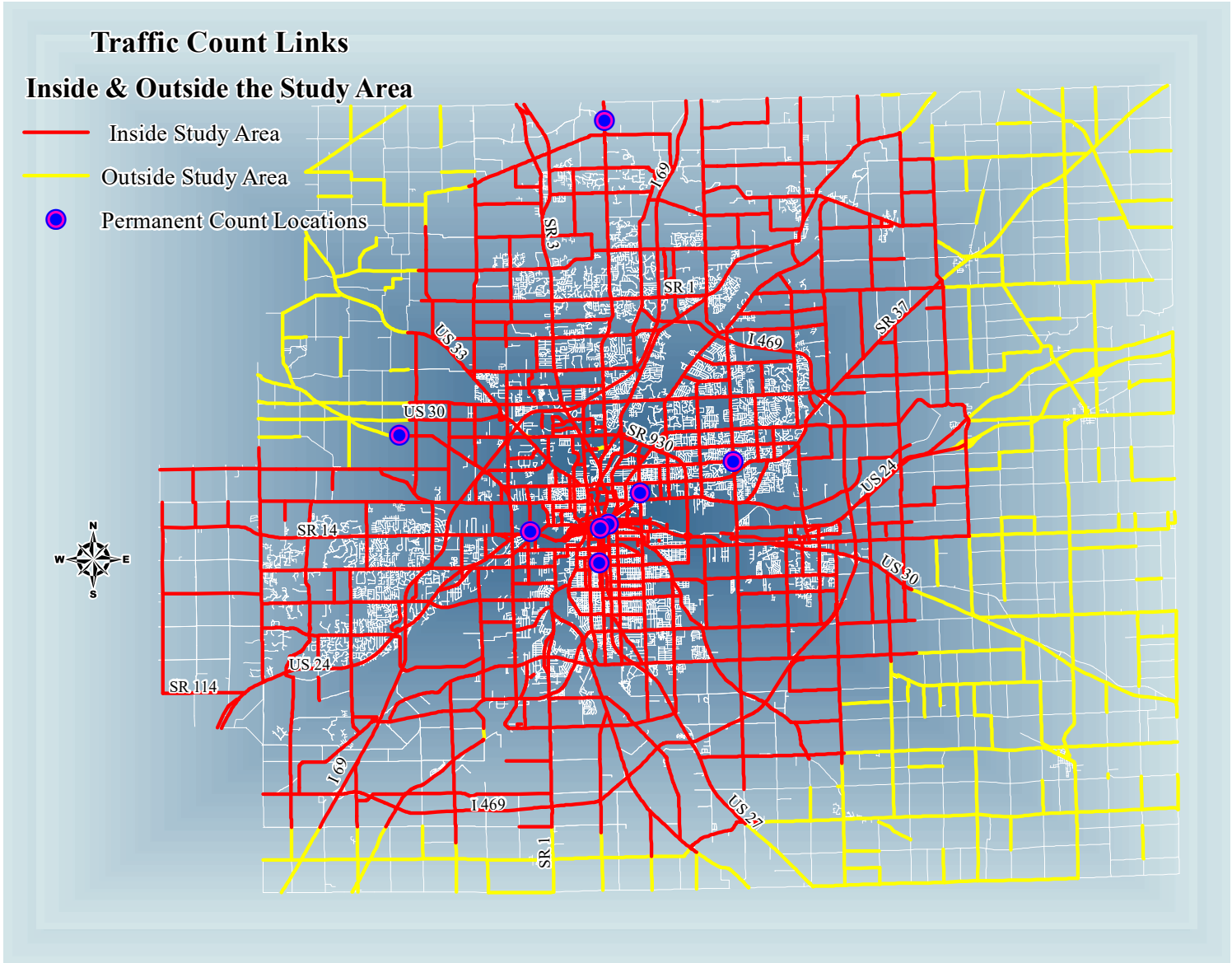
Transportation Summary Report Fiscal Year 2022

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

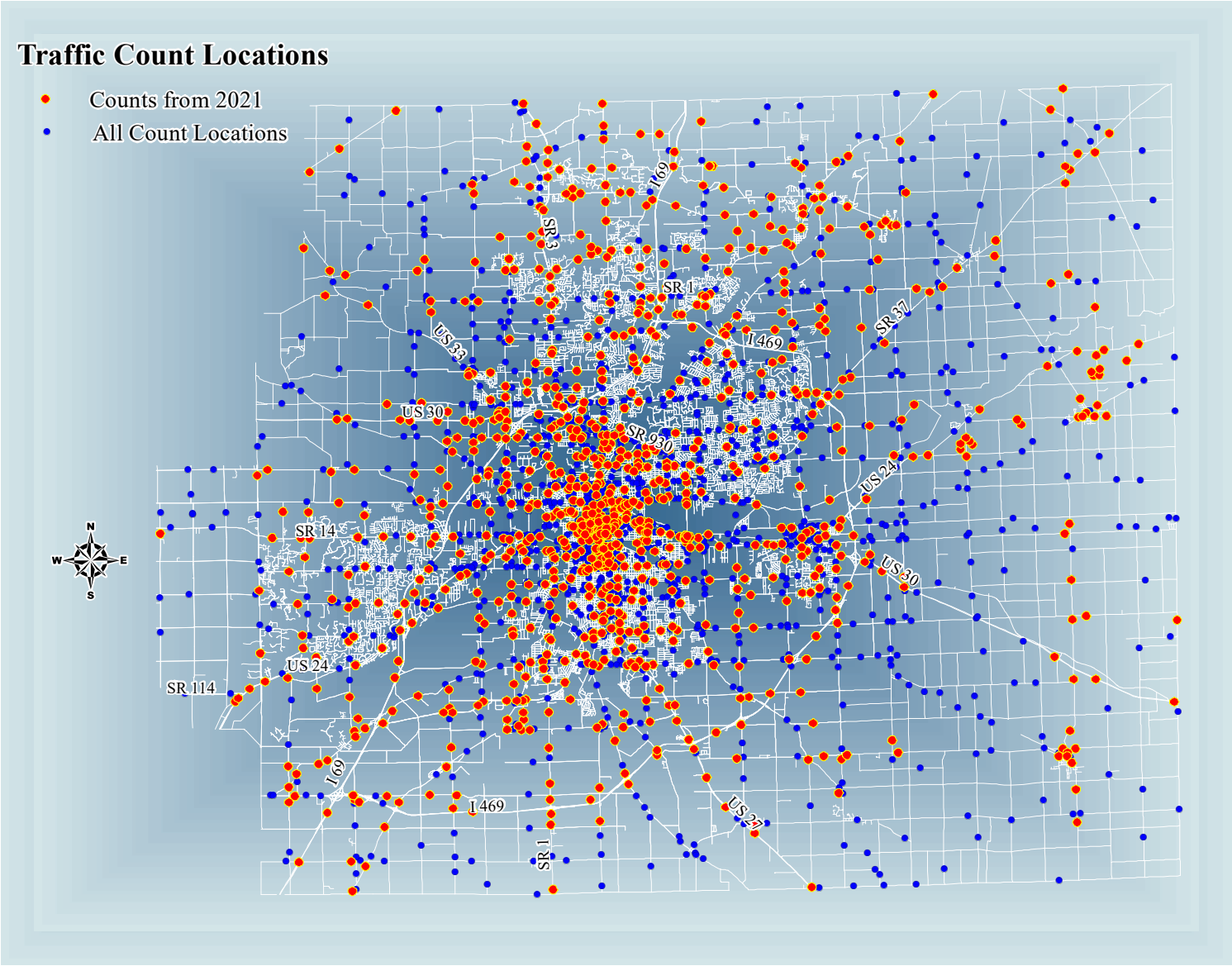


Figure 2

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 2021 (March to December), data was collected at 914 locations within the Metropolitan Planning Area (MPA), as illustrated in Figure 2. As part of the state count

program for Allen County, NIRCC completed an additional 468 counts. Out of those 468 counts, 80 of them were collected outside of the MPA. 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

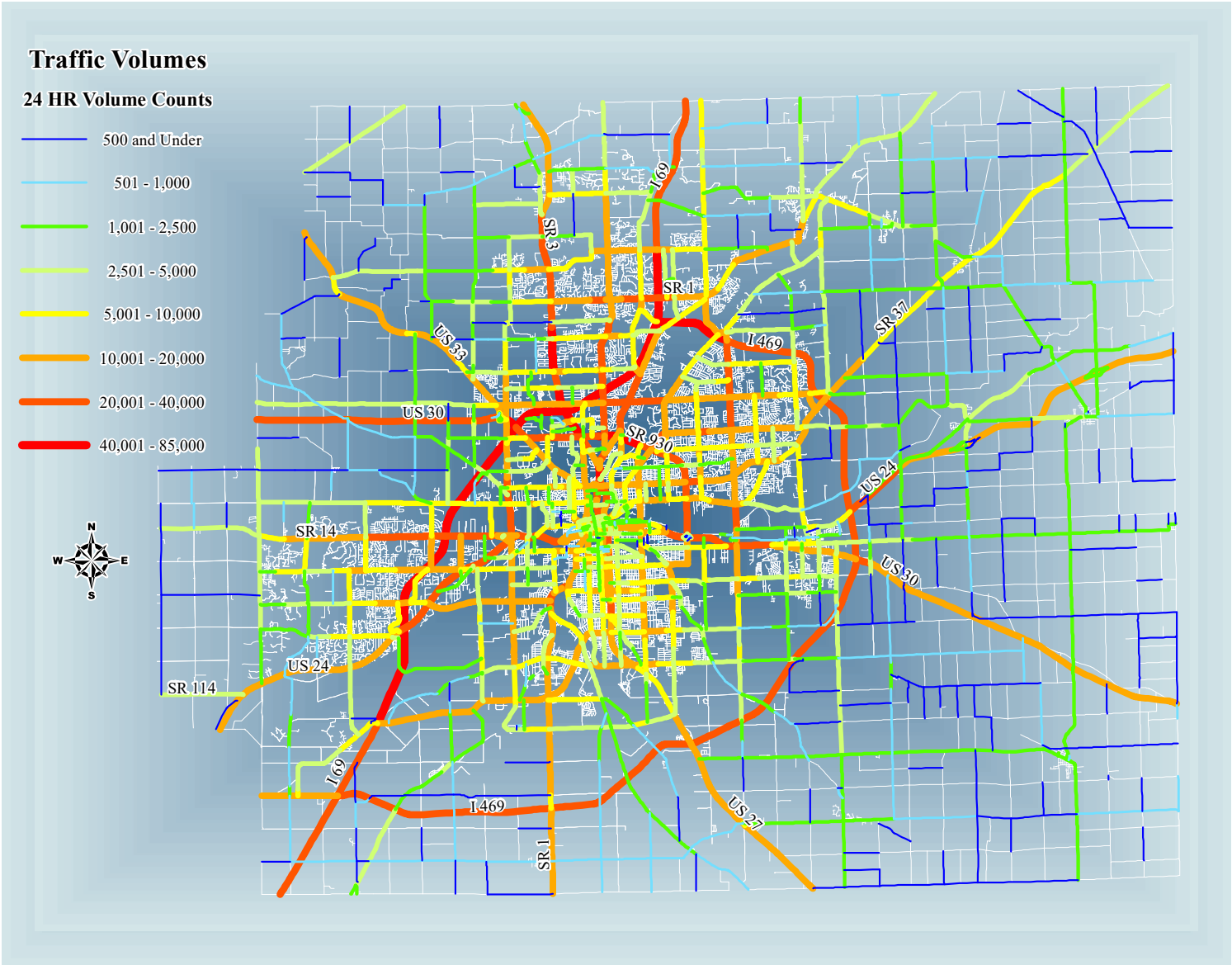


Figure 3

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

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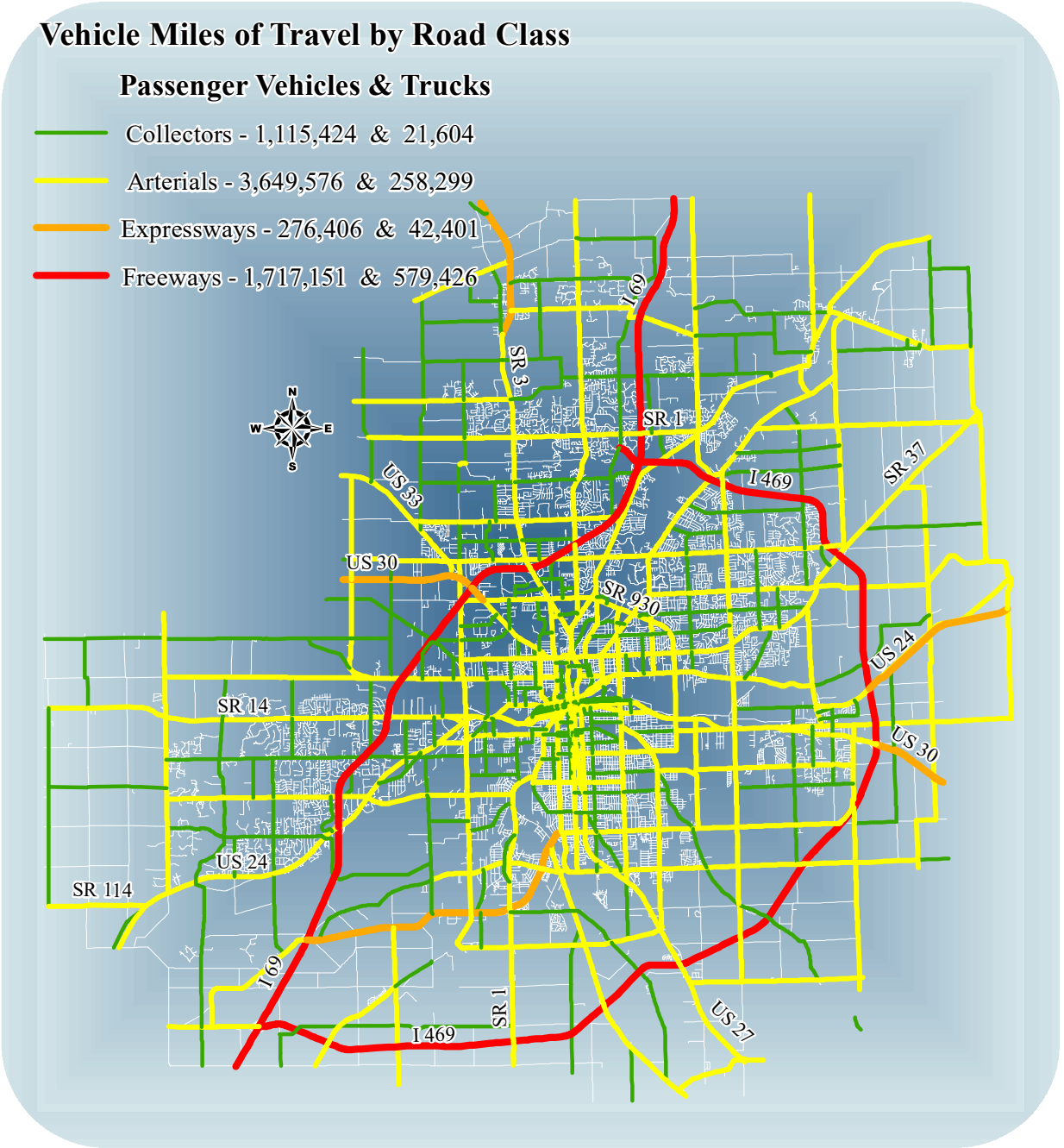
VEHICLE MILES OF TRAVEL

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 decreased from 7,820,141 in 2020 to 7,660,286 in 2021. This represents a decrease of -2.04 percent. The VMT decreased on freeways (-1.09%), expressways (-0.22%), on arterial streets (-6.09%) and increasted on collector streets (11.73%) over the previous year. The VMT is illustrated for 2021 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, weather, and most recently; the COVID Pandemic. 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 35 years spanning from 1986 to 2021 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 35 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, pandemics, 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

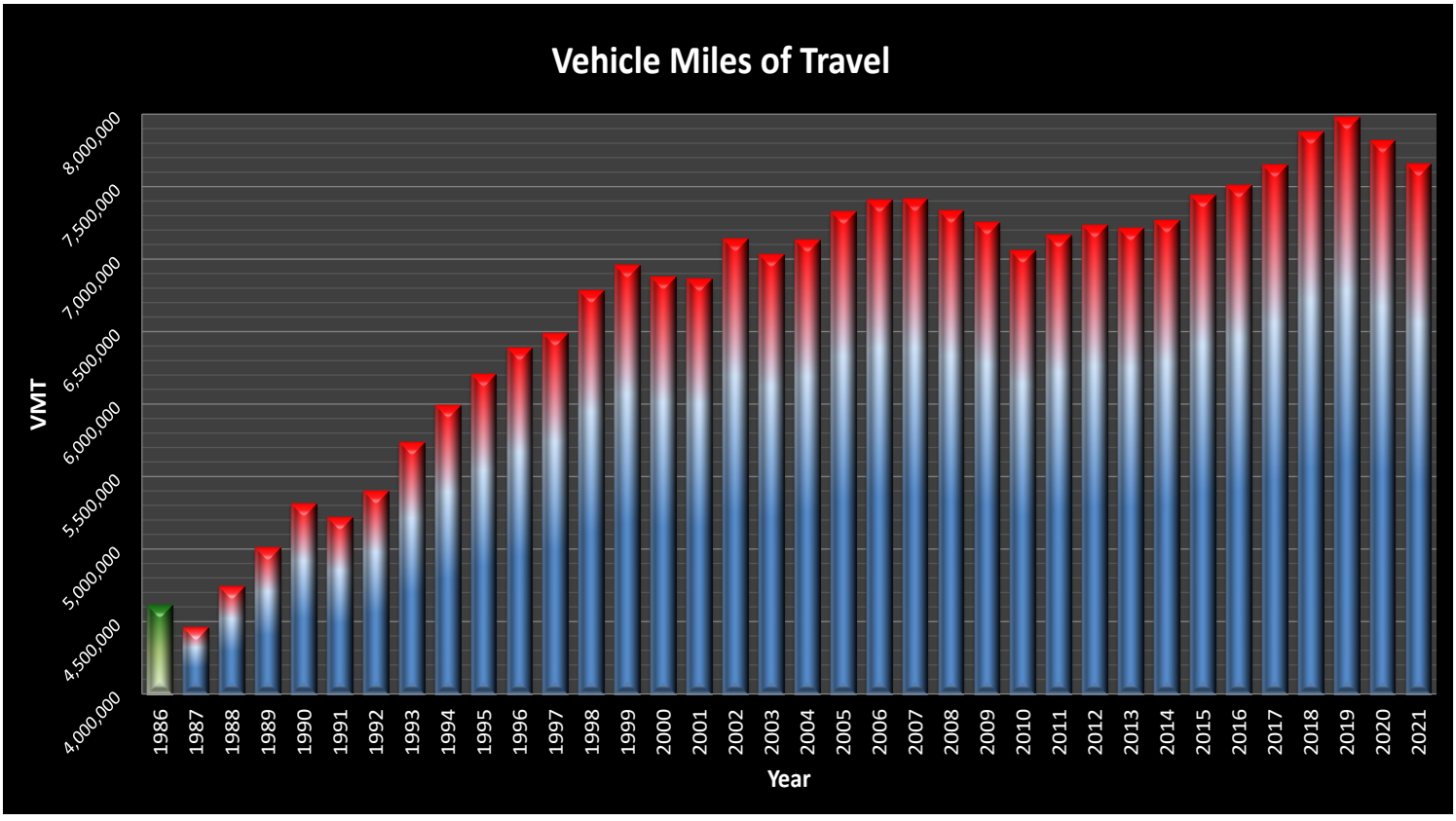
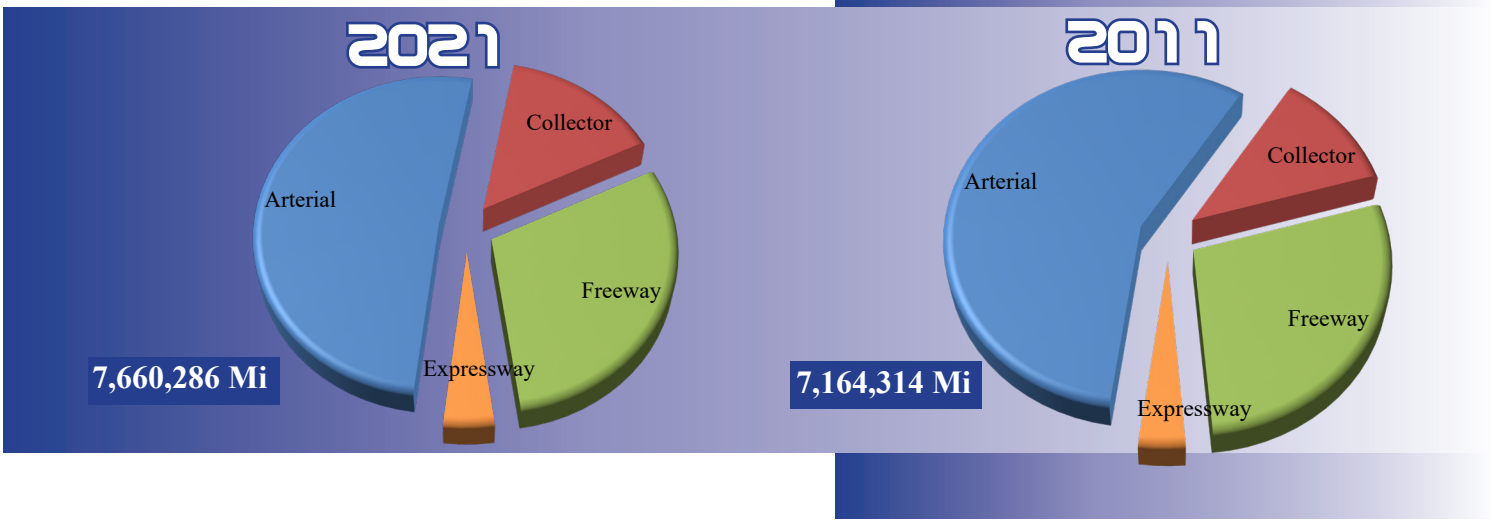


Figure 6 presents three pie charts that represent the proportions of VMT by street classification for the years 1986, 2011, and 2021. As you can see, the proportions of traffic in 1986 are different compared to the proportions of traffic in 2011 and 2021. Freeway traffic increased significantly while 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

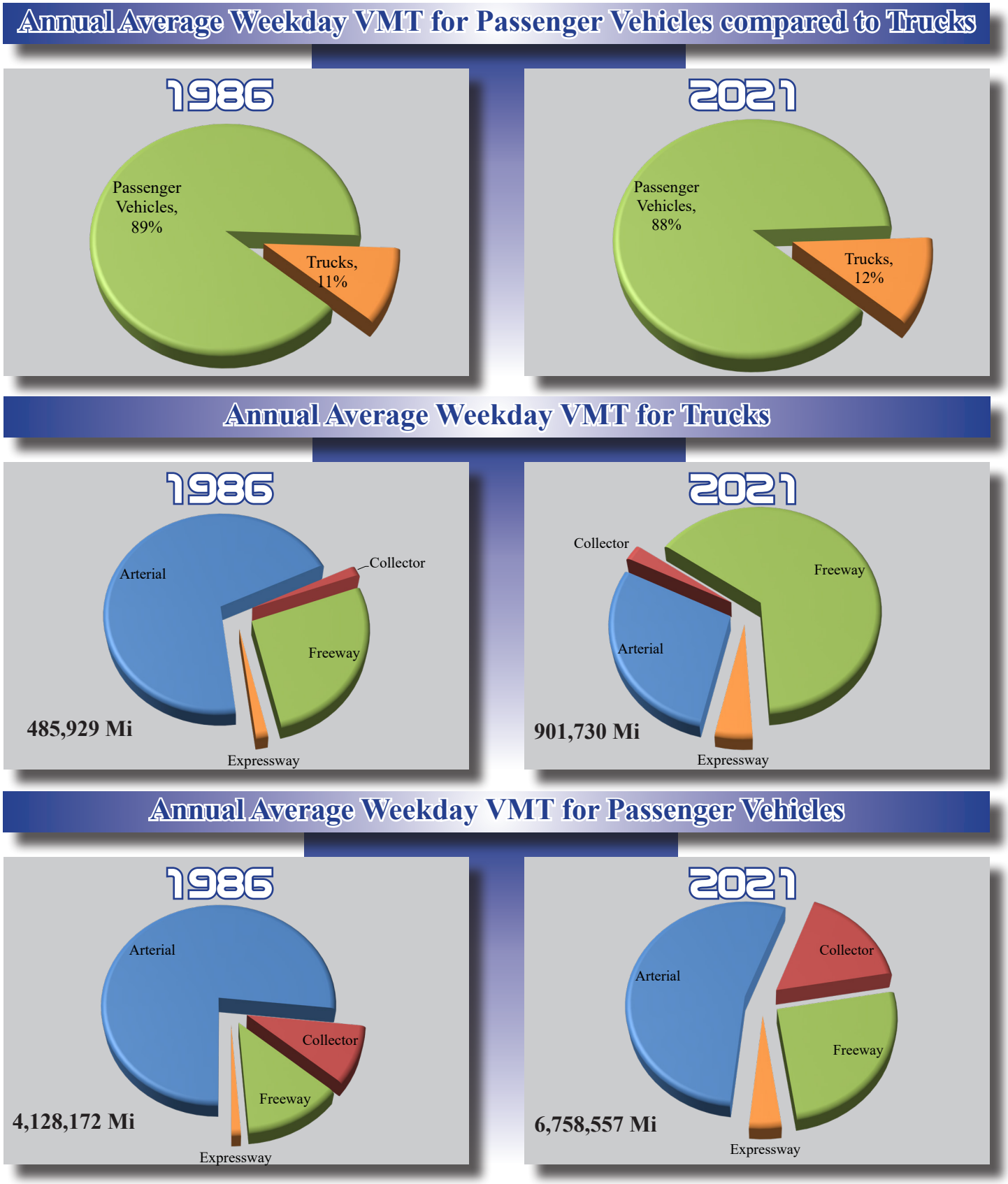
Annual Average Weekday VMT



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 2021. The proportion of truck traffic compared to passenger vehicle traffic is almost identical in 1986 and 2021. A further breakdown of the proportionate usage of passenger vehicles versus trucks on the different road classifications shows some interesting differences between 1986 and 2021. 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 2021 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 2021. 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

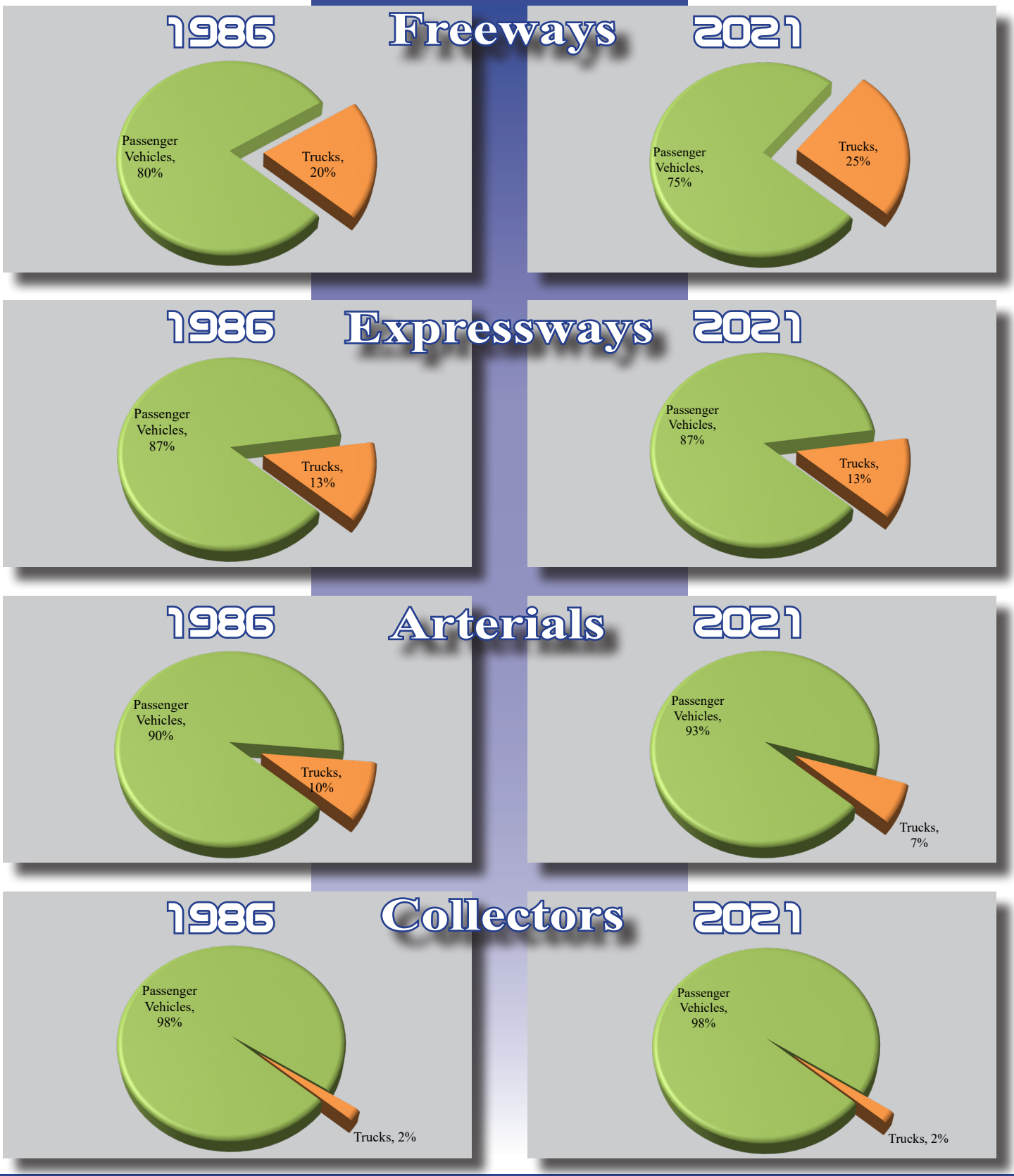
Figure 7



for some of the road classifications, the proportions of passenger vehicles and trucks for each road classification remained very similar between 1986 and 2021.

Figure 8

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



Intersection and Arterial Analysis

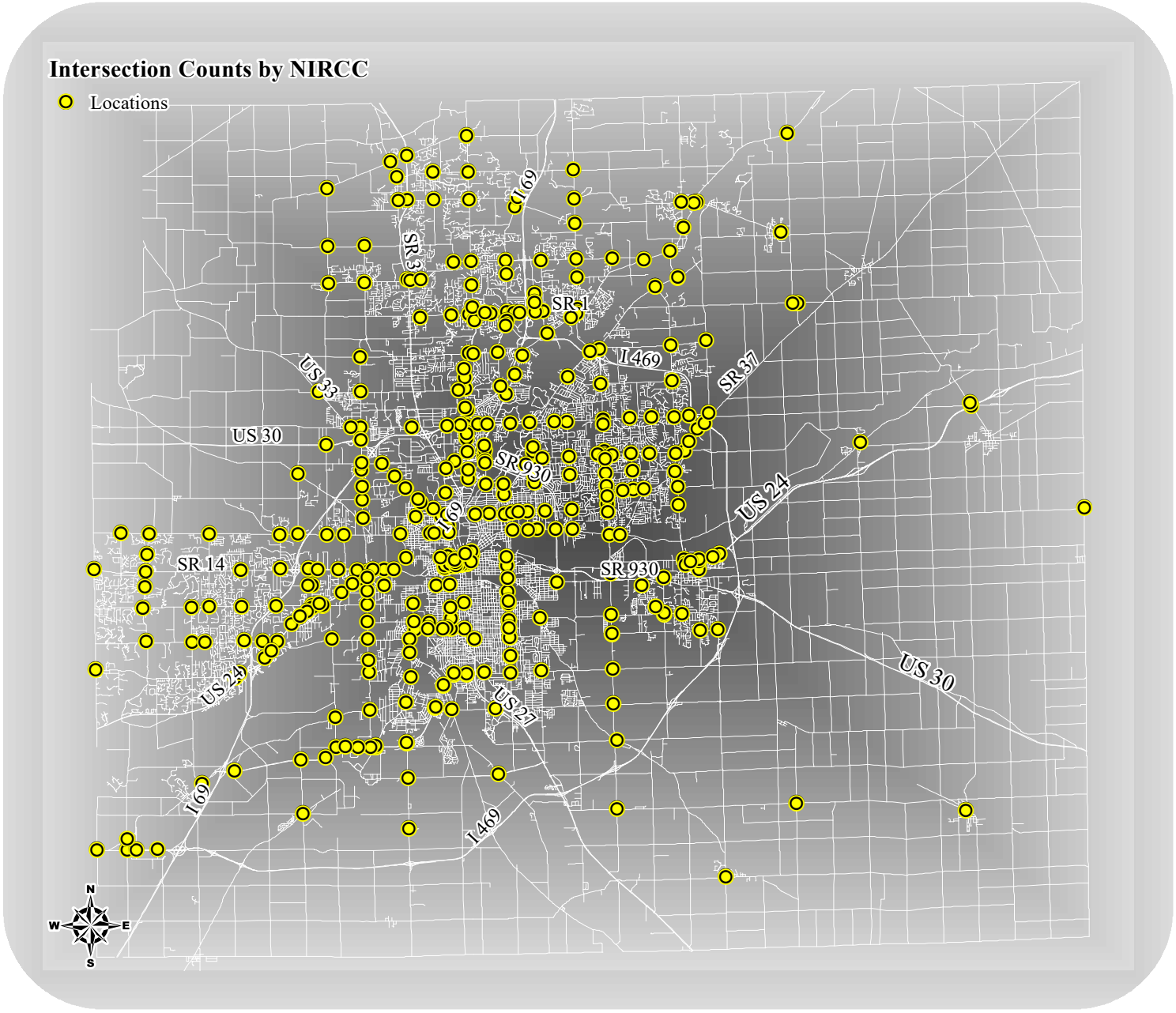
Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2022

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 2022, NIRCC evaluated 14 intersections which are listed in the table contained in Figure 10. Out of these 14 intersections, 7 were signalized and 7 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 2022 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 2022 are illustrated in Figure 15.

Figure 10

Signalized Intersections
• Bluffton Rd / Broadway / Oakdale Dr • Calhoun St / Paulding Rd • Coldwater Rd / Union Chapel Rd • Corporate Dr / Parkview Plaza Dr • New Vision Dr / Parkview Plaza Dr • Parkview Circle Dr / Parkview Plaza Dr • Stellhorn Rd / Wheelock Rd
Unsignalized Intersections
• Arrowwood Dr / State Blvd • Cedar Canyons Rd / Coldwater Rd • Clay St / State Road 1 • Clinton St / Meadows Park Way • Clinton St / Clinton Park Dr / Riveroak Dr • Grabill Rd / Hosler Rd / SR 1 • Moeller Rd / Werling Rd

Figure 11

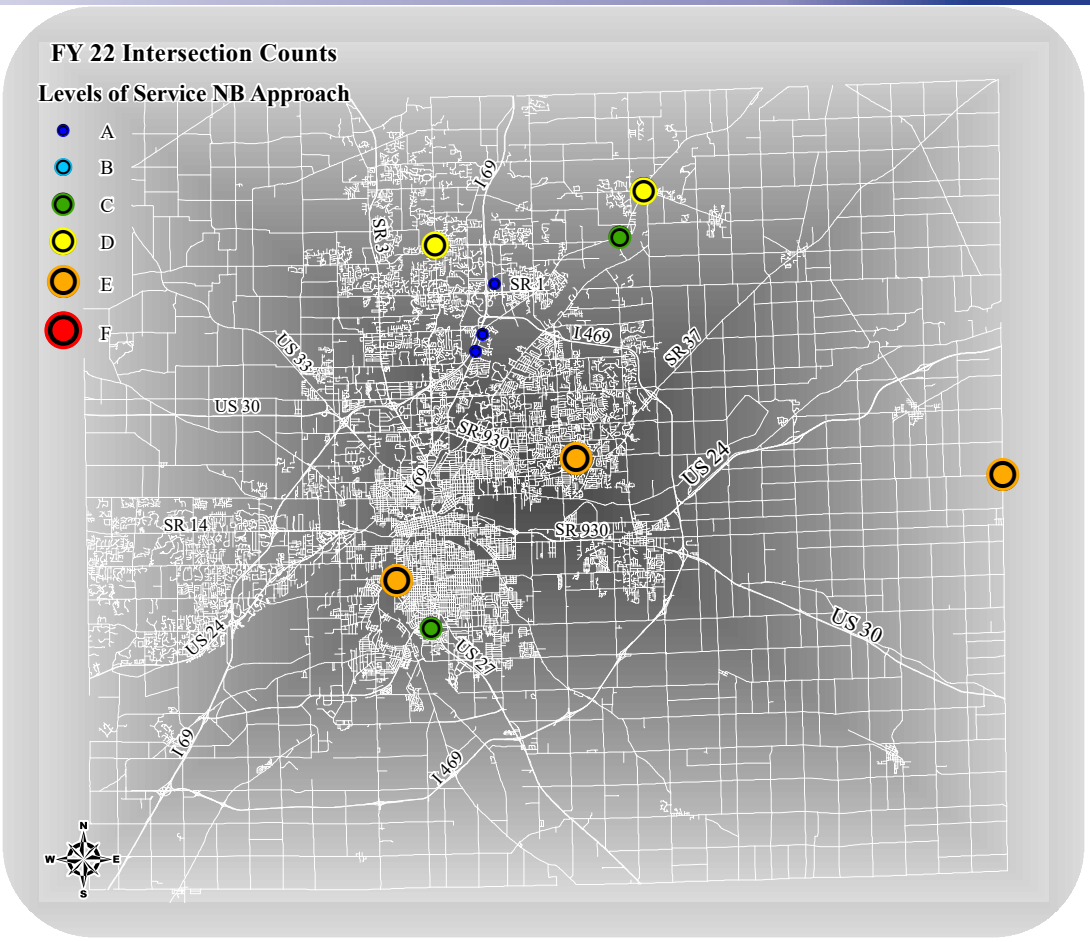
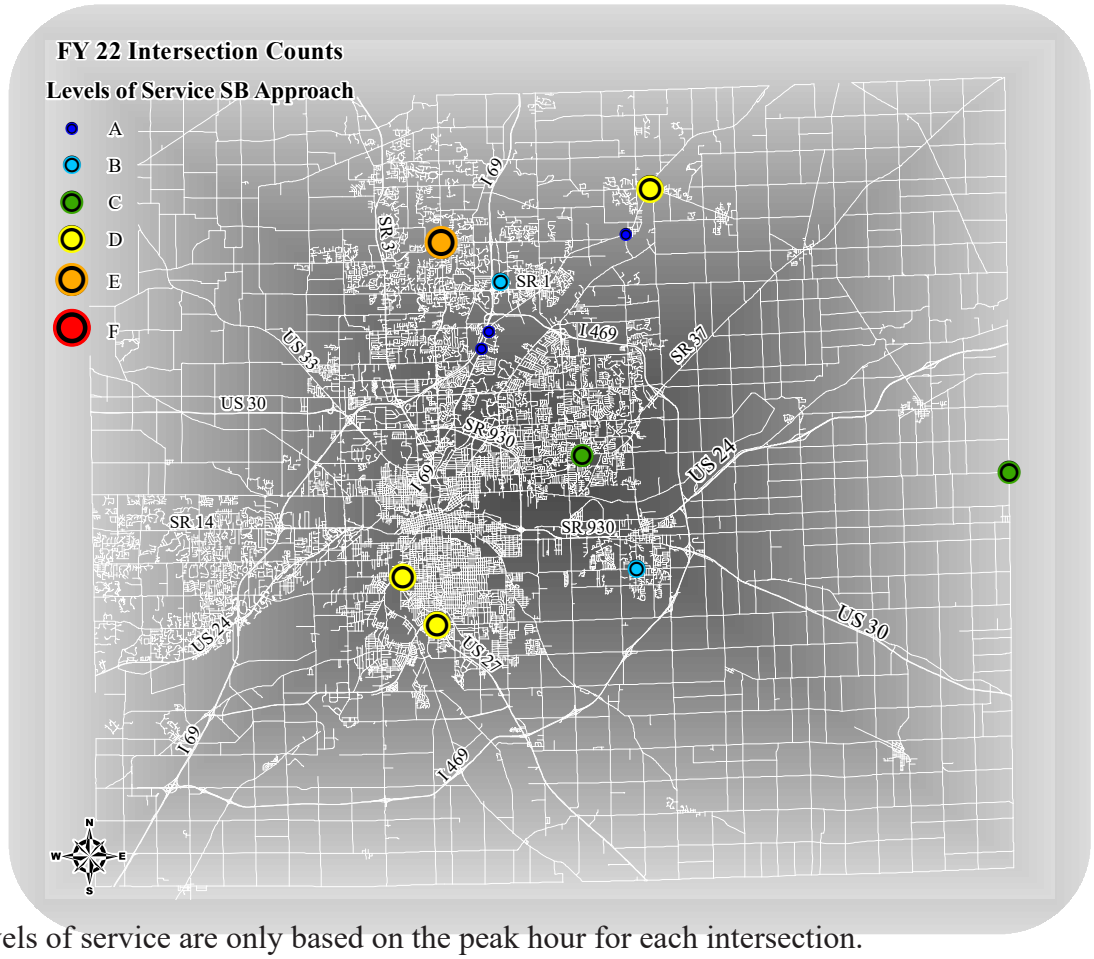


Figure 12



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

Figure 13

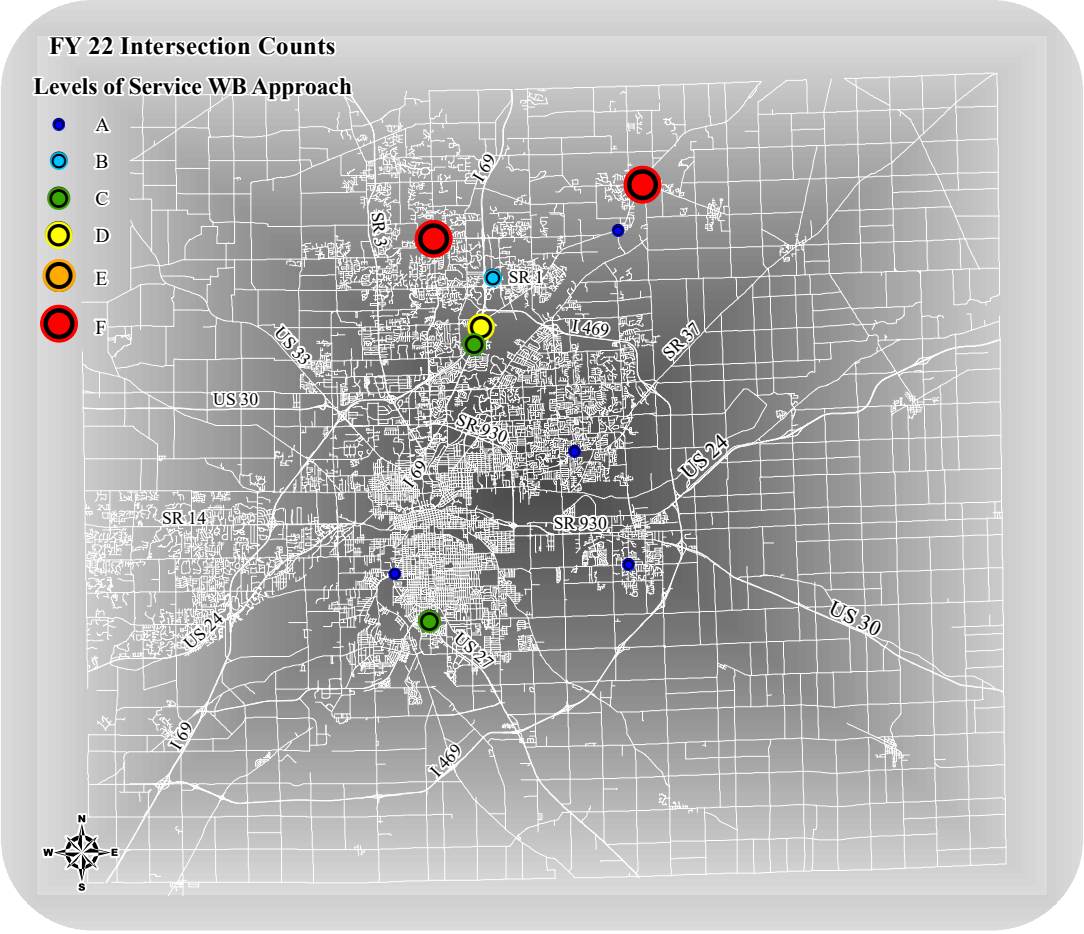
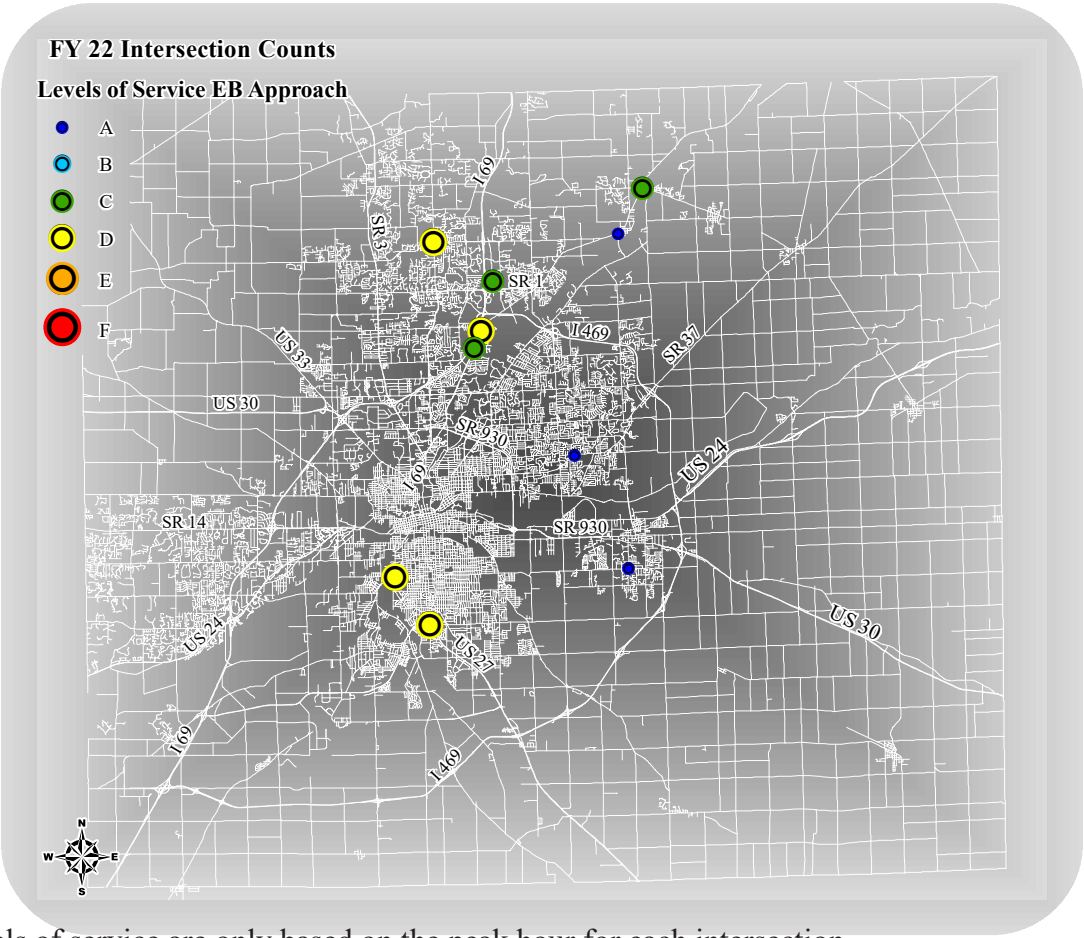
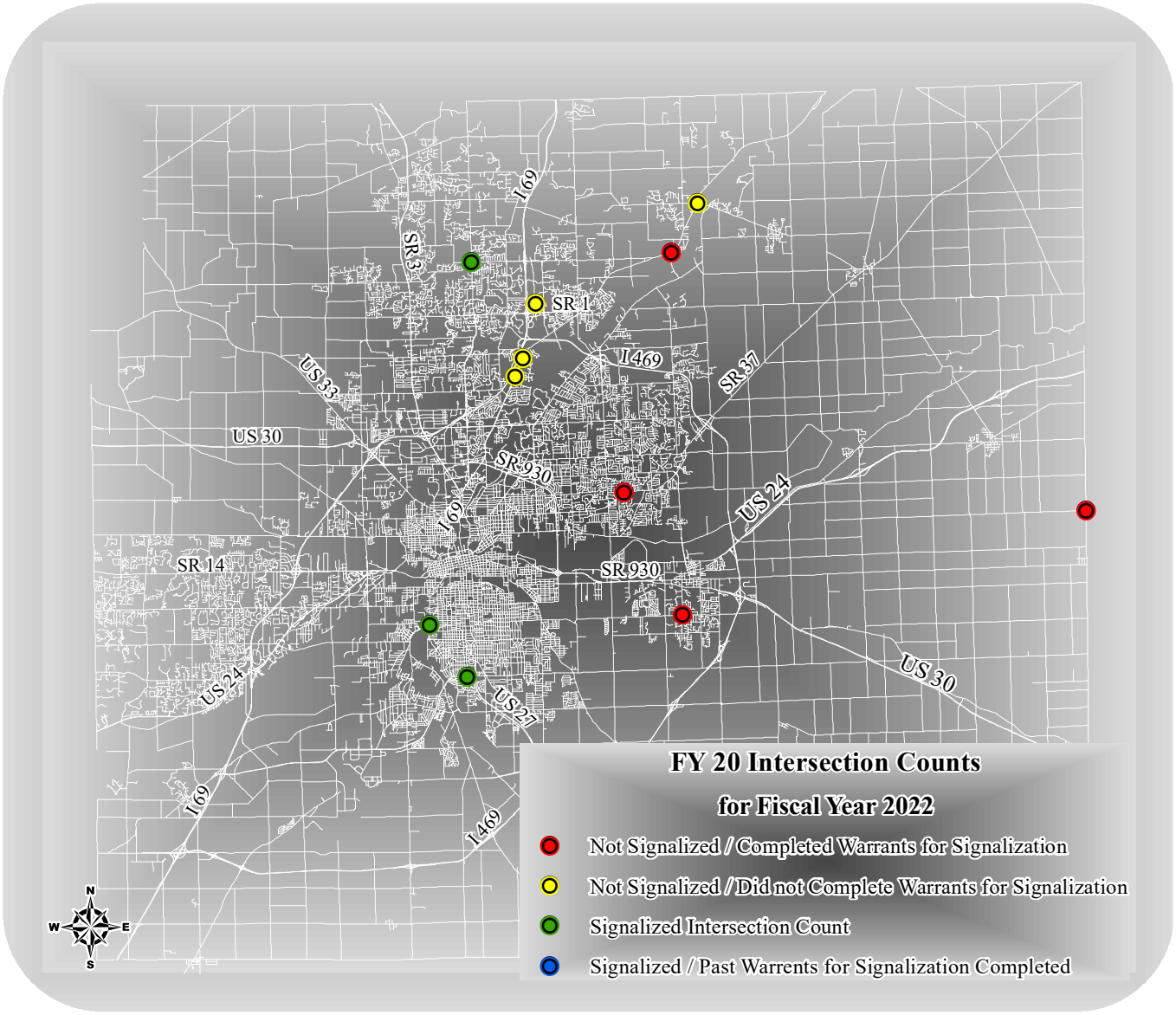


Figure 14



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

Figure 15


I69
SR 3
SR 1
I469
US 33
SR 37
US 30
SR 930
I69
US 24
SR 14
SR 930
US 24
US 21
US 30
I69
I469
N
W
E
S
FY 20 Intersection Counts
for Fiscal Year 2022
Not Signalized / Completed Warrants for Signalization
Not Signalized / Did not Complete Warrants for Signalization
Signalized Intersection Count
Signalized / Past Warrents for Signalization Completed

Corridor Studies

Studies completed by the Northeastern Indiana Regional Coordinating Council

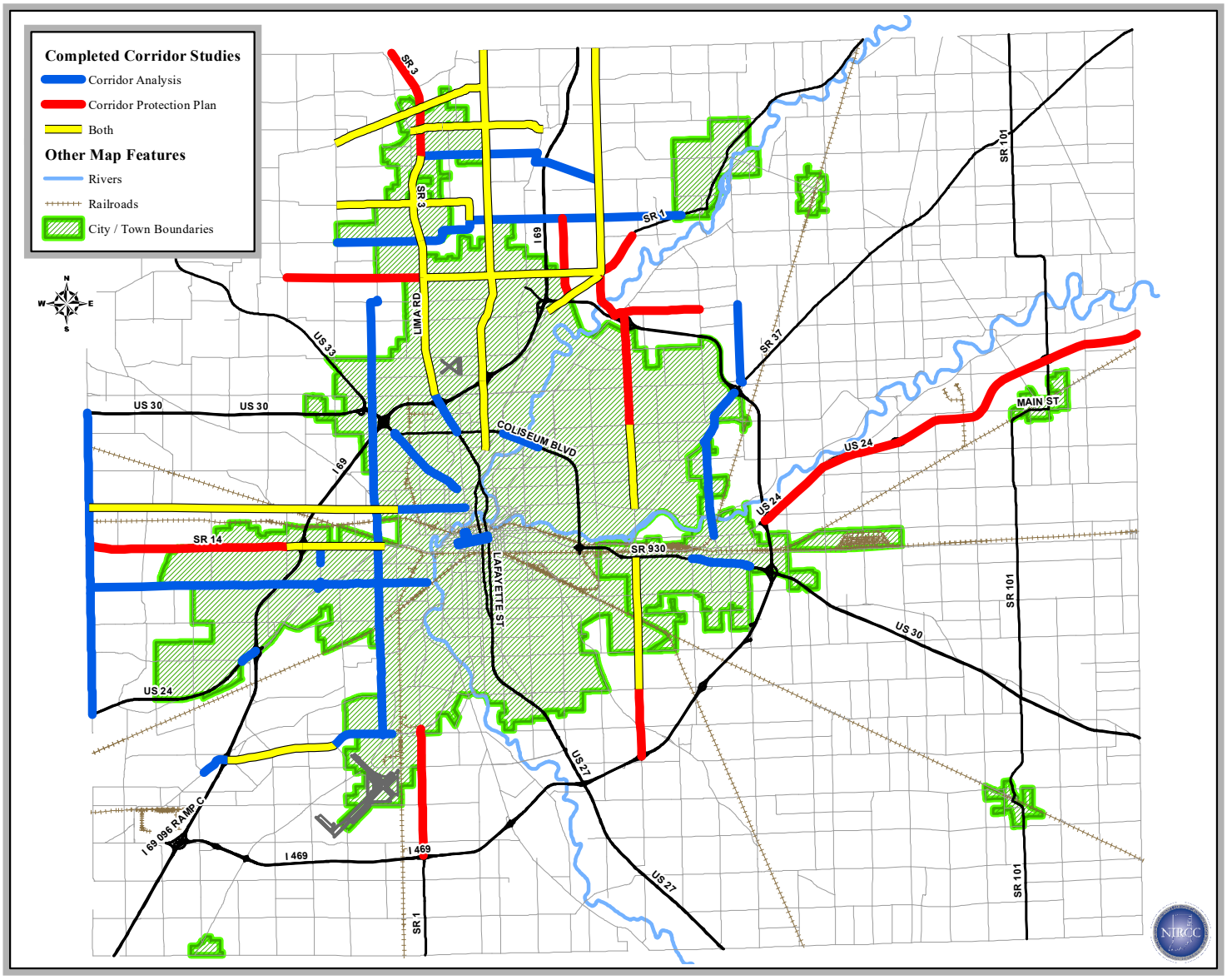
Transportation Summary Report Fiscal Year 2022

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 2022, NIRCC did not complete any corridor studies.

Travel Time and Delay Studies

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2022

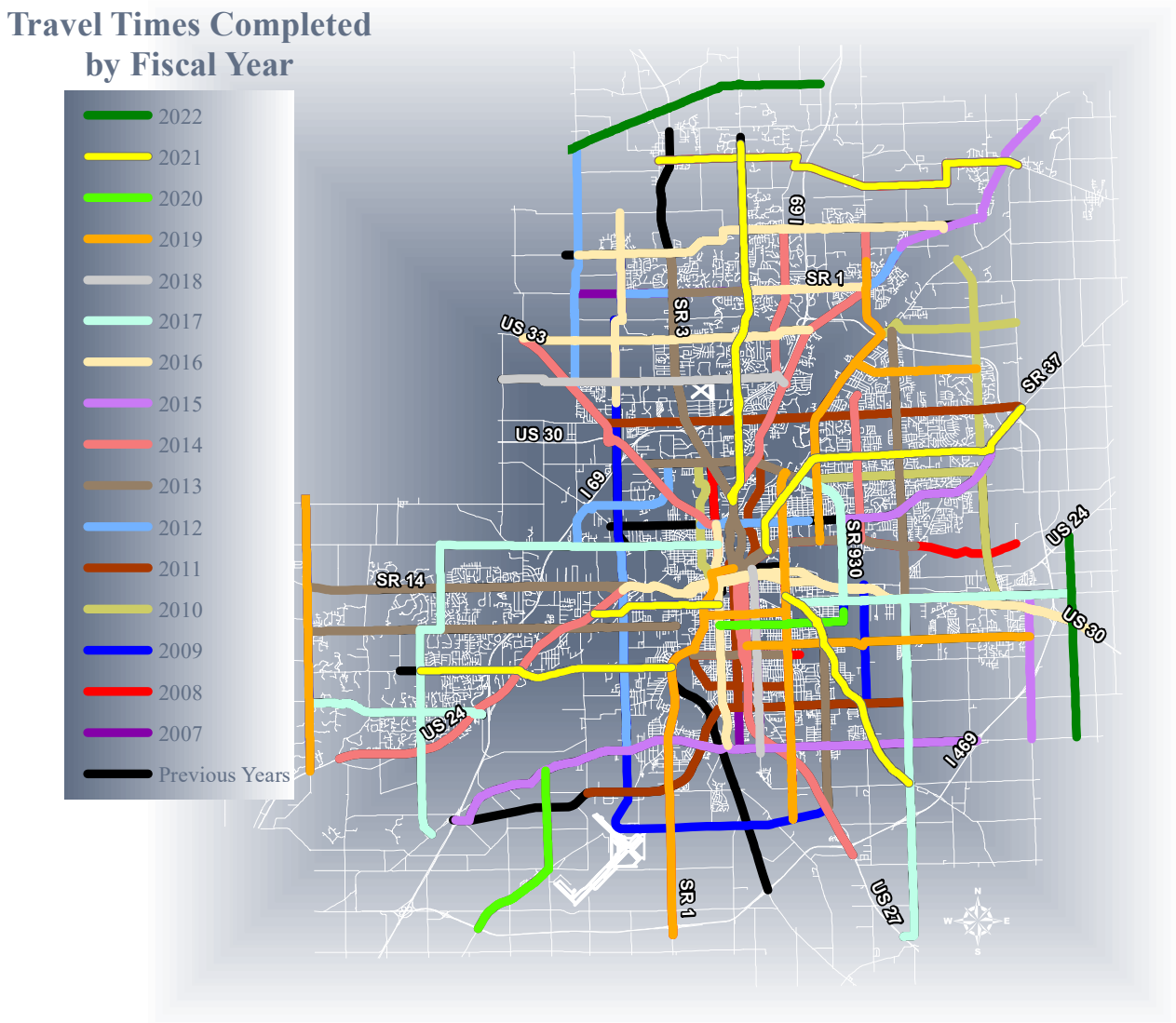
TRAVEL TIME & DELAY STUDIES

Another activity conducted by NIRCC is the travel time and delay studies. Figure 17 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.*

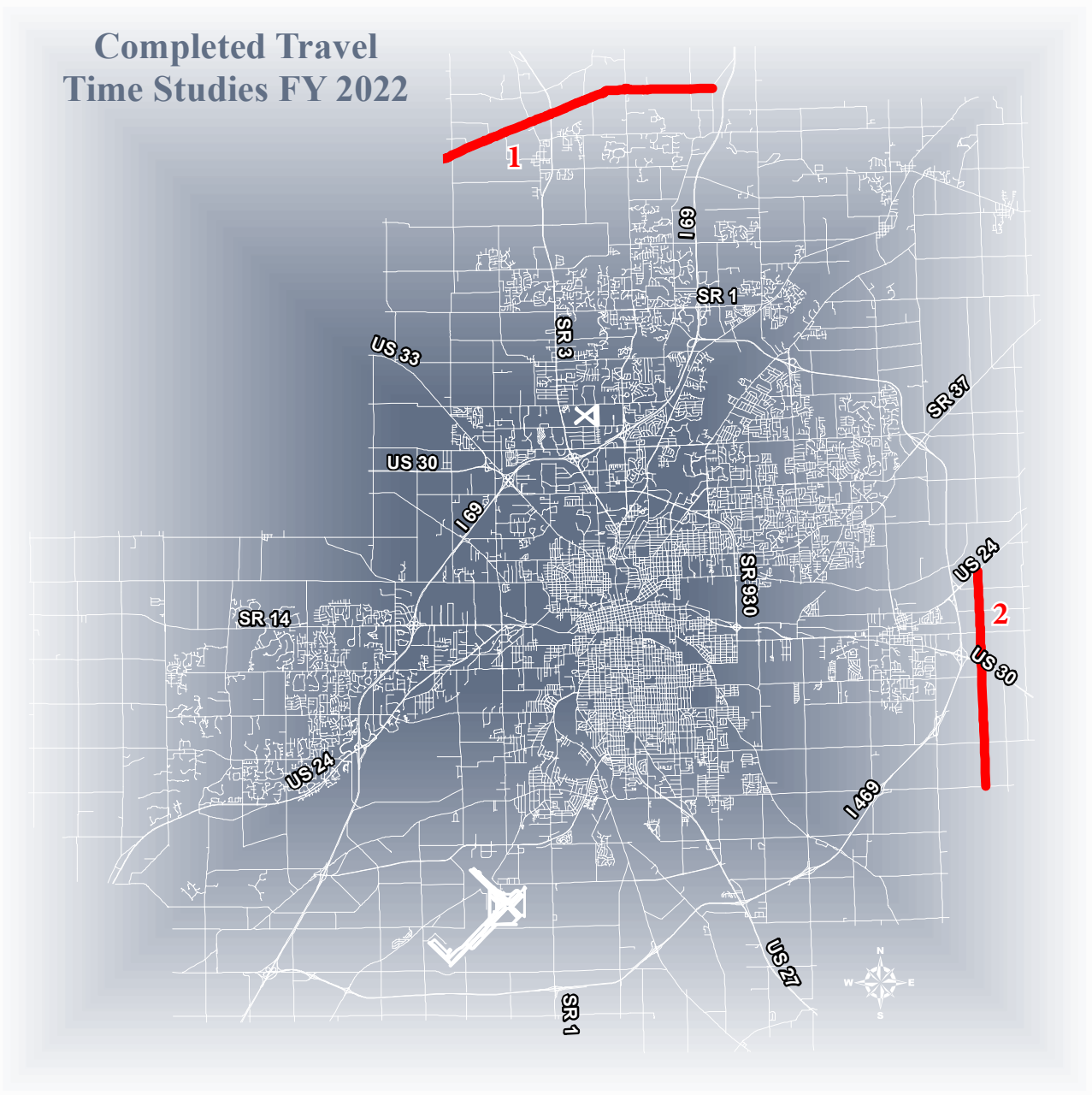
Figure 17



NIRCC studied two (2) corridors during Fiscal Year 2022 including: **1) Shoaff Road / Coldwater Road / Chapman Road** from Johnson Road to Auburn Road and **2) Doyle Road** from Old US 24 East to East Tillman Road. The travel time studies completed during Fiscal Year 2022 are illustrated in Figure 18.

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 18



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 19 - 22 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 2022. 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.

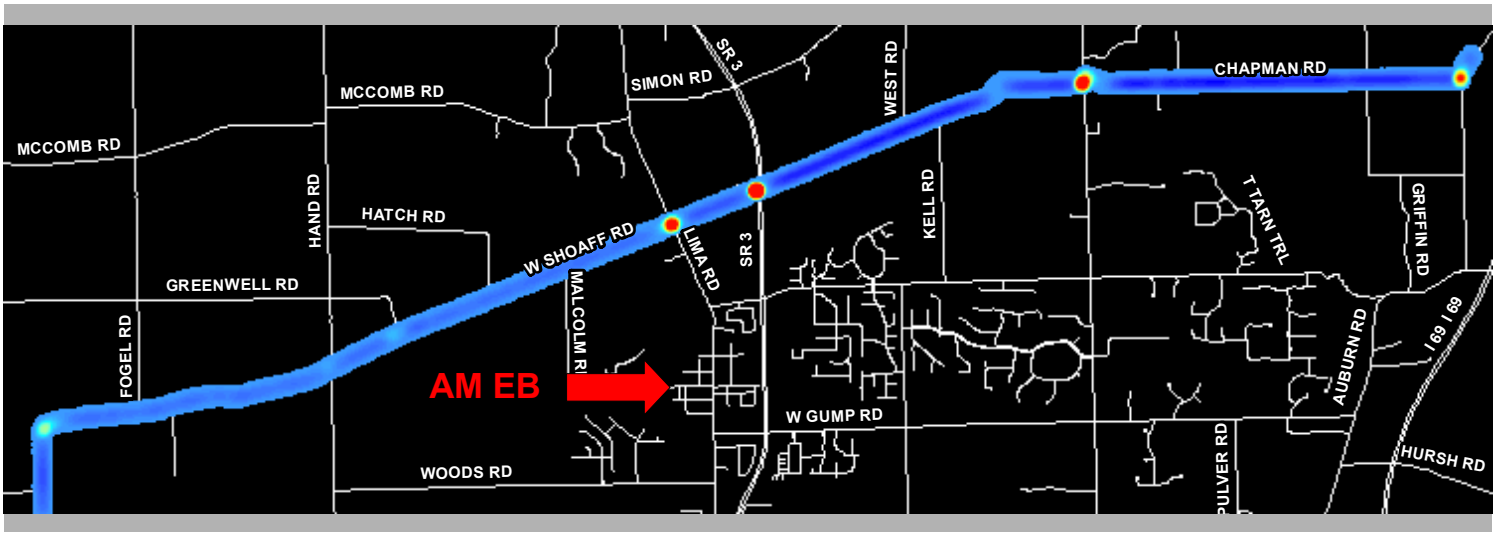
Bar graphs are also included on each page. Two of the bar charts display the average time that NIRCC staff actually encountered from the beginning to the end of the travel time corridor during the time period with the greatest amount of delay, shown in red, and the time period with the least amount of 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.

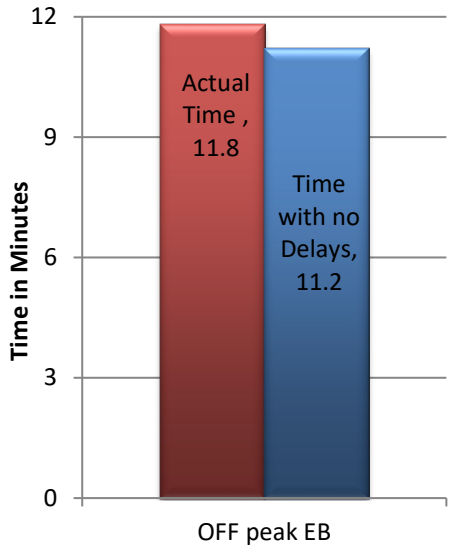
Travel Time and Delay Summary Section for Fiscal Year 2022

Figure 19

Shoaff Road / Coldwater Road / Chapman Road
AM Peak



Travel Time with the Greatest Amount of delay



*Off Peak Travel Times are not shown graphically.

Travel Speed with the Greatest Amount of delay

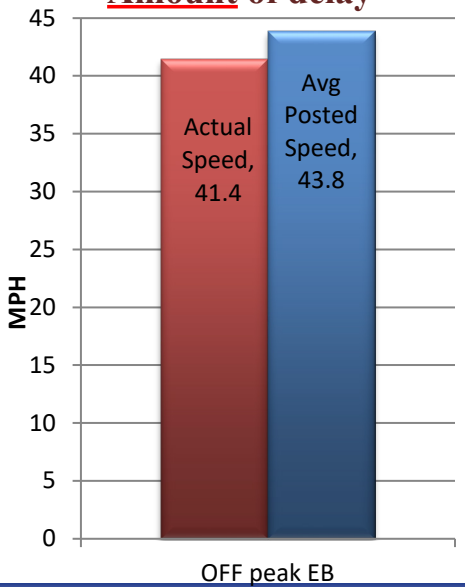
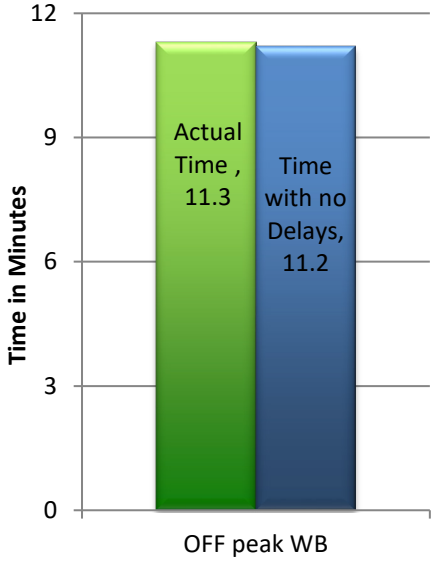


Figure 20

Shoaff Road / Coldwater Road / Chapman Road
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

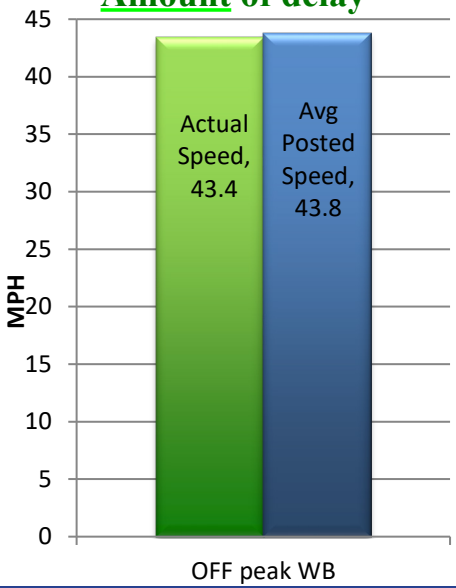
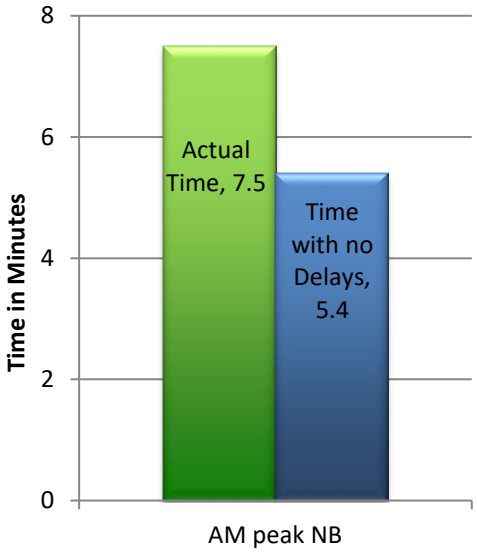


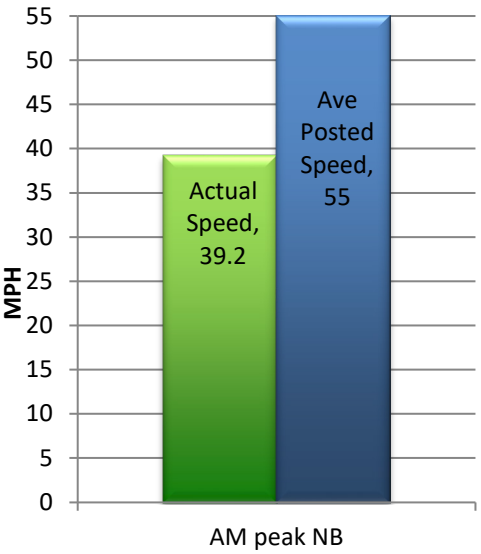
Figure 21

Doyle Road
AM Peak

Travel Time with the Least Amount of delay



Travel Speed with the Least Amount of delay



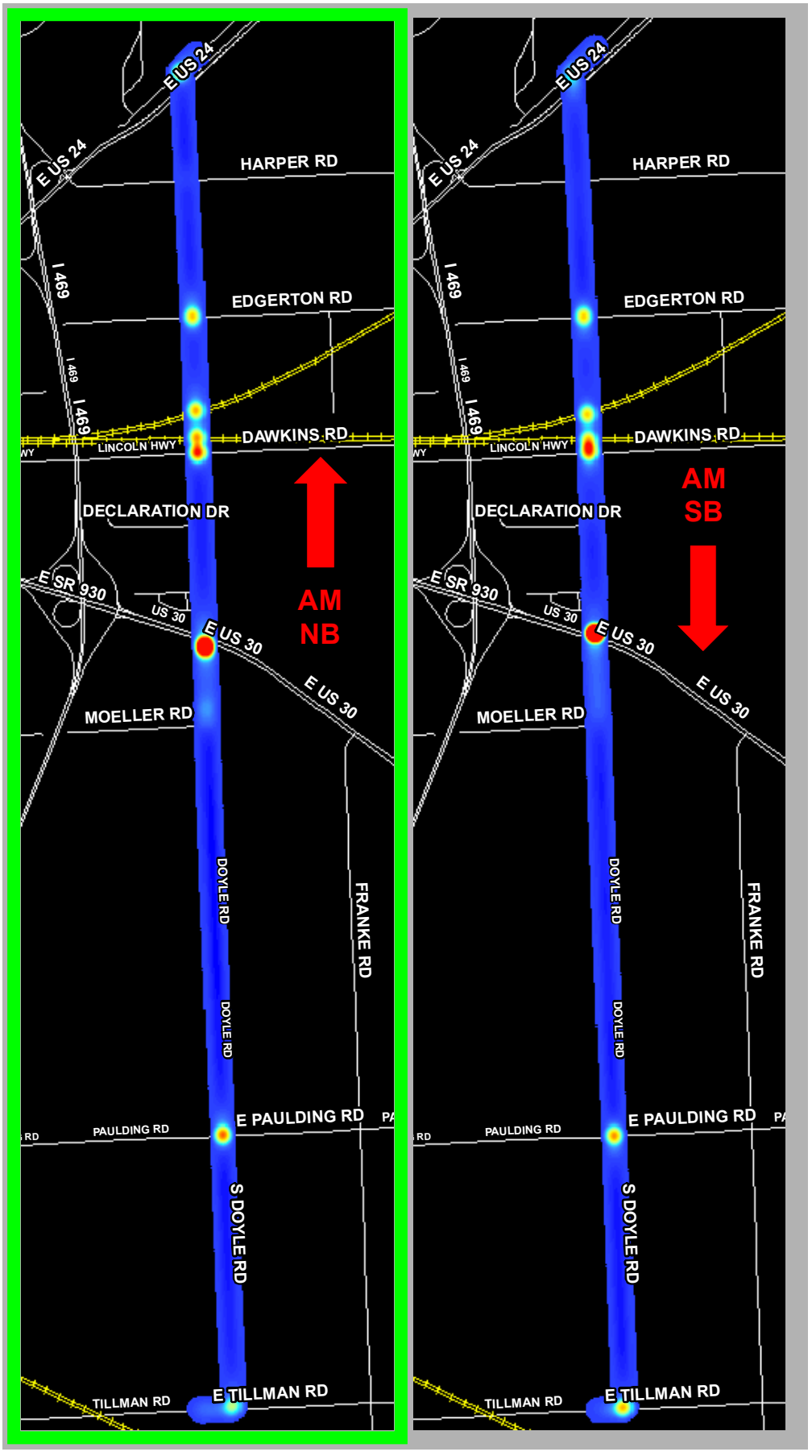
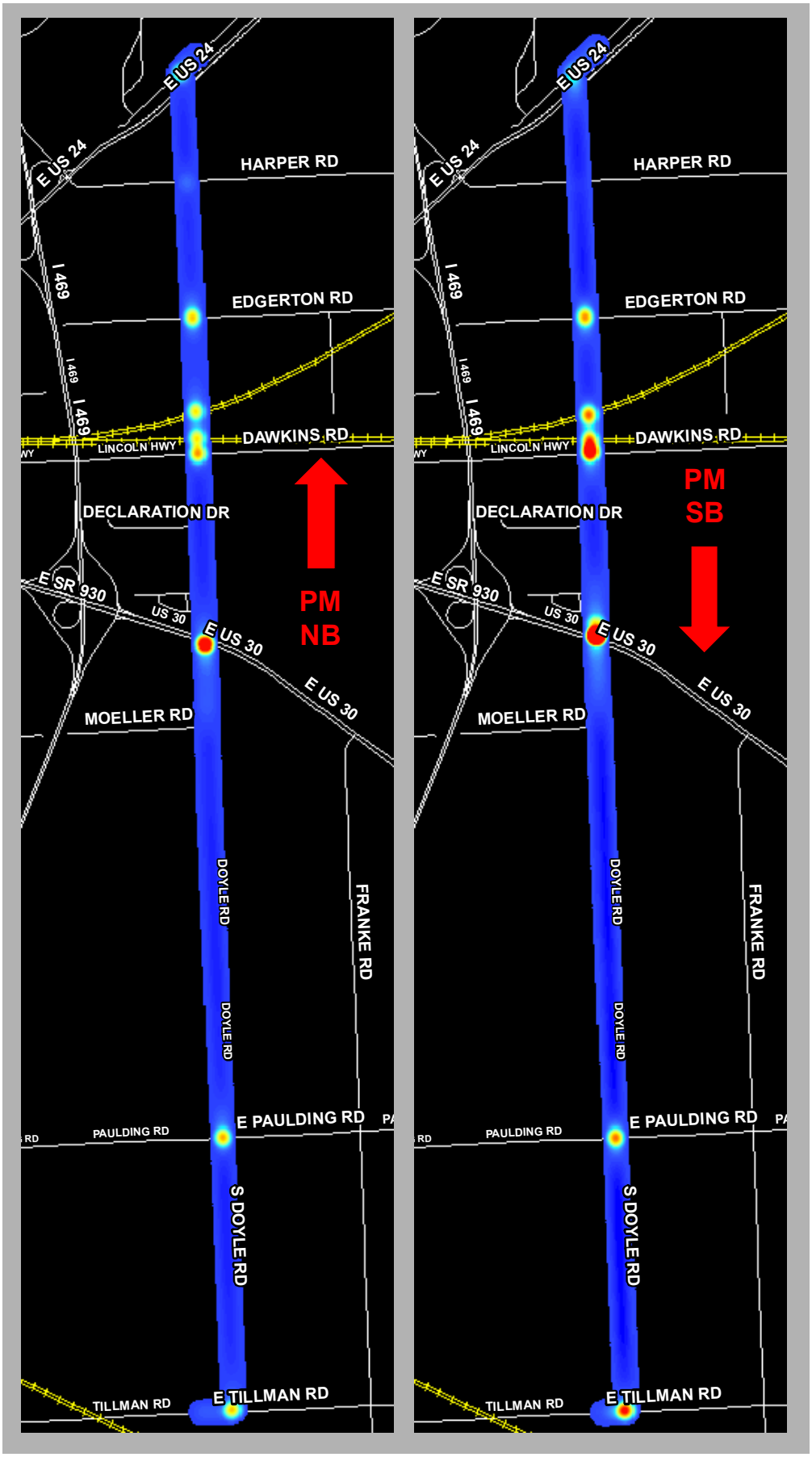
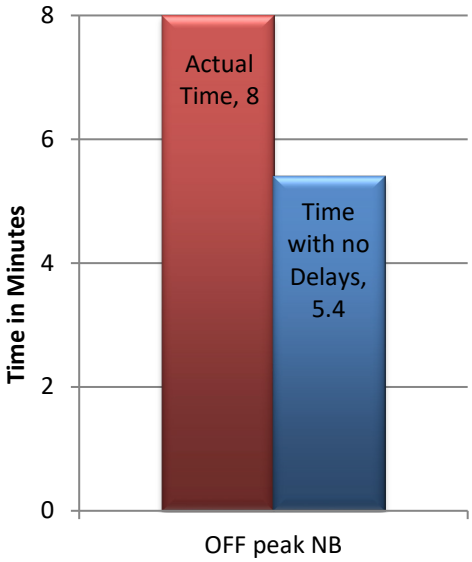


Figure 22

Doyle Road
PM Peak

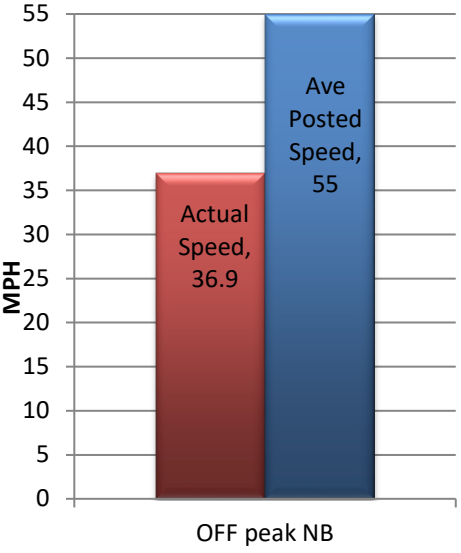


Travel Time with the Greatest Amount of delay



*Off Peak Travel Times are not shown graphically.

Travel Speed with the Greatest Amount of delay



Transportation Improvement Program

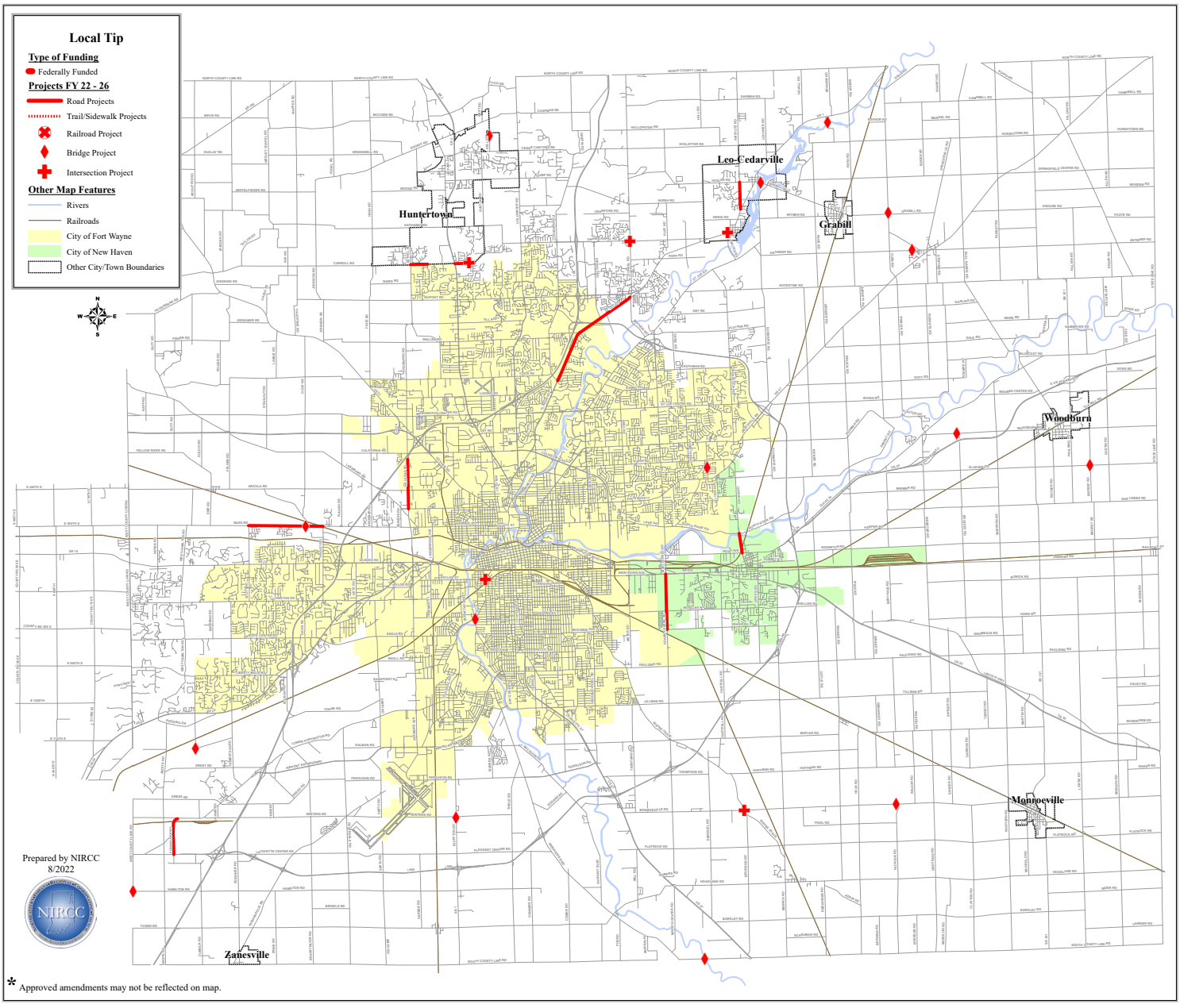
Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2022

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS

During Fiscal Year 2022 (July 1, 2021 through June 30, 2022) NIRCC continued to implement projects in the 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 will be prepared in Fiscal Year 2023. 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

Figure 23



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.

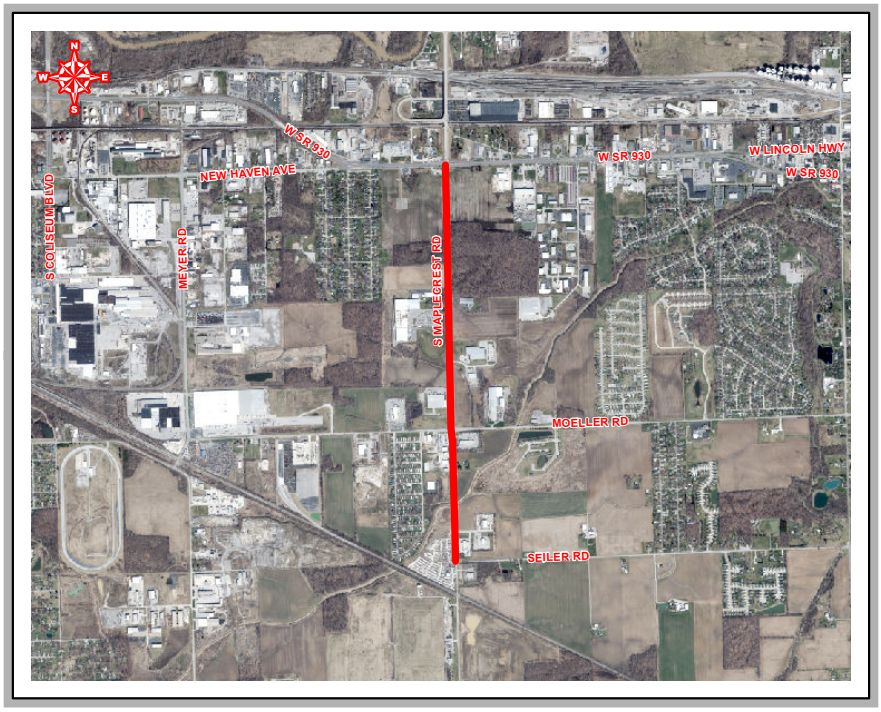


Figure 24

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 25

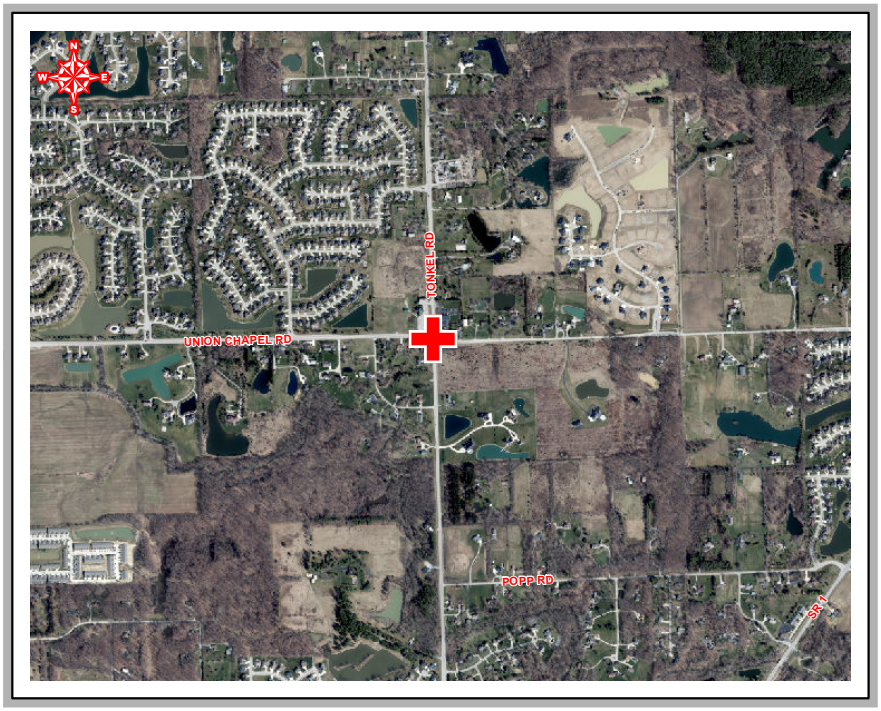


Figure 23 shows the locations of local TIP projects throughout Allen County and the Metropolitan Planning Area. The local TIP map identifies projects that utilize federal aid funds with matching local funds from the Local Public Agency (LPA) who has jurisdiction of the project. Figures 24 and 25 provide aerial views to show detailed examples of projects shown in Figure 23. 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 45 are locally funded projects only. Also note that not all projects listed on the following pages are shown in Figure 23 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 | UT-Utilities

FY 2022 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Allen County Bridge Inspection	PE	Bridge Inspection
Bass Road: Scott Rd to Hadley Rd - Phase 3A	CN/CE	New Bridge
Broadway/Landin: North River Rd to Powers St - Phase 2	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
Carroll Road at Coral Springs Dr/Shearwater Run	PE	Roundabout
Clinton Street: Auburn Rd to Mayhew Rd	PE	Added Travel Lanes
Fishing Line Trail: RR corridor between Ludwig and Cook	CN	New Trail
Hillegas Road: State Blvd to Coliseum Blvd	PE	Added Travel Lanes
Maplecrest Road: State Blvd to Stellhorn Rd	CE	Added Travel Lanes
Monroeville Rd at Wayne Trace	PE	Roundabout
UPWP HSIP Funds	PE	Work Program Activities
Woodburn Rd Trail & Sidewalks	CN/CE	Bike/Pedestrian Facilities

FY 2023 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Allen County Bridge Inspection	PE	Bridge Inspection
Amber Rd Bridge #226	RW	Bridge Replacement
Amstutz Road: Hosler Rd to Leo Rd/SR 1	RW	Road Reconstruction
Antwerp Rd Bridge #15	RW	Bridge Replacement
Bass Road: Scott Rd to Hadley Rd	RW	Road Reconstruction
Bass Road: Scott Rd to Hadley Rd - Phase 3B	CN	Road Reconstruction
Bass Road: Scott Rd to Hadley Rd - Phase 3C	CN	Road Reconstruction
Bass Road: Scott Rd to Hadley Rd - Phase 3B & 3C	CE	Road Reconstruction
Bluffton Rd Bridge #257	RW	Bridge Replacement
Bluffton Rd Bridge #358	UT	Bridge Deck Reconstruction
Carroll Road: e/o Bethel Rd to Millstone Dr; Lima Rd/SR3 to Coral Springs Dr/Shearwater Run	CN/CE	Road Reconstruction
Cuba Rd Bridge #24	PE	Bridge Replacement
Goeglein Rd Bridge #113	RW	Bridge Replacement
Grabill Rd Br over St Joe River and SR 1 & Clay St	RW	Bridge; Intersection Signalized
Hamilton Rd Bridge #242	PE	Bridge Rehab or Repair
Kell Rd Bridge #46	RW	Bridge Deck Overlay and Widening
Monroeville Rd Bridge #277	RW	Bridge Replacement
Monroeville Trail & Sidewalks	CN/CE	Bike/Pedestrian Facilities

Continued... FY 2023 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Slusher Rd Bridge #141	RW	Bridge Replacement
South County Line Rd Bridge #271	CN/CE	Bridge Rehab or Repair
UPWP - HSIP Funds	PE	Work Program Activities
Van Zile Rd Bridge #32	PE	Bridge Rehab or Repair
Woodburn Rd Bridge #51	PE	Bridge Replacement

FY 2024 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	CN/CE	Road Reconstruction
Bluffton Rd Bridge #257	CN/CE	Bridge Replacement
Bluffton Rd Bridge #358	UT	Bridge Deck Reconstruction
Carroll Road: e/o Bethel Rd to Millstone Dr; Lima Rd/SR3 to Coral Springs Dr/Shearwater Run	CE	Road Reconstruction
Carroll Road at Coral Springs Dr/Shearwater Run	RW	Roundabout
Clinton Street: Auburn Rd to Mayhew Rd	PE	Added Travel Lanes
Fogwell Parkway	CN/CE	Road Reconstruction
Grabill Rd Br over St Joe River and SR 1 & Clay St	RW	Bridge; Intersection Signalized
Hillegas Road: State Blvd to Coliseum Blvd	RW	Added Travel Lanes
Monroeville Rd Bridge #277	CN/CE	Bridge Replacement
Monroeville Rd at Wayne Trace	RW	Roundabout
UPWP - HSIP Funds	PE	Work Program Activities

FY 2025 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Allen County Bridge Inspection	PE	Bridge Inspection
Amber Rd Bridge #226	CN/CE	Bridge Replacement
Antwerp Rd Bridge #15	CN/CE	Bridge Replacement
Bluffton Rd Bridge #358	CN/CE	Bridge Replacement
Broadway & Taylor St	PE	Roundabout
Cuba Rd Bridge	RW	Bridge Replacement
Goeglein Rd Bridge #113	CN/CE	Bridge Replacement
Grabill Rd Br over St Joe River and SR 1 & Clay St	CN/CE	Bridge; Intersection Signalized
Hillegas Road: State Blvd to Coliseum Blvd	CN/CE	Added Travel Lanes
Maplecrest Rd (South)	PE	Road Widening
Slusher Rd Bridge #141	CN/CE	Bridge Replacement
Tonkel Rd & Union Chapel Rd	PE	Roundabout
UPWP - HSIP Funds	PE	Work Program Activities
Van Zile Rd Bridge #32	RW	Bridge Rehab or Repair
Woodburn Rd Bridge #51	RW	Bridge Replacement

FY 2026 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Hamilton Rd Bridge #242	RW	Bridge Rehab or Repair
Hillegas Road: State Blvd to Coliseum Blvd	CN/CE	Added Travel Lanes
Monroeville Rd at Wayne Trace	CN/CE	Roundabout
UPWP - HSIP Funds	PE	Work Program Activities

*The following are Locally Funded Projects only.

FY 2022 - 2024 TIP Locally Funded Projects

Project	Phase	Improvement Type
Coldwater Rd: Dupont Rd to Union Chapel Rd	CN	Road Widening 3 to 5 lanes
Covington Rd Trail: Hadley Rd to Getz Rd, north side of road	CN	Trail
Goshen Avenue: Butler/Harris to Coliseum	CN	Reconstruction, Sidewalks
Hanna St: MPettit Ave to Decatur Rd, west side of road	CN	Trail
Leesburg Road: Main St to W Jefferson Blvd	CN	New Road, Sidewalk, Trail
Liberty Mills Rd: Middle Grove to Falls Dr, north side of road	CN	Trail
Ludwig Rd: Brotherhood Way to Coldwater Rd	CN	Road Relocation
Maysville Rd: Stellhorn Rd to Maysville Circle, east side road	CN	Trail
Pufferbelly: Washington Center Rd to Ice Way	CN	Trail
Summit Park Trail, Phase 1-D: Ludwig Rd to Fishing Line, south side of road	CN	Trail

FY 2022 Fort Wayne Citilink - Federal Transit Administration

One (1) Heavy Duty Replacement Hybrid Bus

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

FY 2023 Fort Wayne Citilink - Federal Transit Administration

One (1) Heavy Duty Replacement Hybrid Bus

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

FY 2024 Fort Wayne Citilink - Federal Transit Administration

One (1) Heavy Duty Replacement Hybrid Bus

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

FY 2025 Fort Wayne Citilink - Federal Transit Administration

One (1) Heavy Duty Replacement Bus

FY 2026 Fort Wayne Citilink - Federal Transit Administration

One (1) Heavy Duty Replacement Bus

FY 2022 Human Services Agencies

Community Transportation Network
One (1) Large Transit Vehicle
Six (6) Medium Transit Vehicles

Quarterly Review Meetings

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2022

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 2oth of the month following the end of the quarter. NIRCC's quarterly review meeting is scheduled approximately two to three 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 5-10 minutes for review. The LPA and consultant are requested to attend the meeting. Others attending the quarterly meeting include INDOT representatives with Planning and Programming, INDOT Right of Way, and Federal Highway Administration staff. If needed, attendees have the option of attending virtually. This assists in all being able to attend and flexibility with schedules. 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 26

Carroll Road Roundabout - DES 2101634

Intersection improvement at Carroll Road and Shearwater Run/Coral Springs Run

Roundabout Project

TIP 2022-2027	DES #	Phase	Estimated Cost 2022	2023	2024	2025	2026	Other Year	Federal	Local	A/M
	2101364	PE	232,760						186,208	46,552	
		RW			90,000				72,000	18,000	
Intersection Improvement - Roundabout		CN					1,618,000		1,294,400	323,600	23-148
Letting Date: 9-10-2025		CE					195,000		156,000	39,000	
Total Cost:	2,135,760		$232,760	$0	$90,000	$0	$1,813,000		$1,708,608	$427,152	

Project Cost	Update Current Cost Estimate Jan-23	Federal $ Needed Jan-23	Federal $ Programmed Jan-23	Difference in Federal $ Jan-23	Local $ Needed Jan-23	Local %
Preliminary Engineering (PE)	$232,760	$186,208	$186,208	$0	**$46,552**	20%
Right of Way Acquistion (RW)	$90,000	$72,000	$72,000	$0	**$18,000**	20%
Utilities & Railroad	$0	$0	$0	$0	**$0**	0%
Construction (CN)	$1,618,000	$1,294,400	$1,294,400	$0	**$323,600**	**20%**
Construction Engineering (CE)	$195,000	$156,000	$156,000	$0	**$39,000**	20%
Total Cost	$2,135,760	$1,708,608	$1,708,608	$0	**$427,152**	

POs & Invoices	PE	RW
Funding Programmed	$186,208	$90,000
PO Amt Programmed	$186,208	
Additional Funding Avail	**$0**	
Total Invoiced	$76,120	
Current Avail Funding	**$110,088**	

Last Invoices	#	date
PE	7	1/25/2023
RW	0	

Land Acquisition		Oct-22	Jan-23
completion date:	n/a	# secured	# secured
total parcels:	5	0	0

Permits	Rule 5	IDEM 401	ACOE 404	IDNR CIF	FAA	
required	X					
applied						
approved						
expires						

Milestones	Actual Start Date	Actual Finish Date	Proposed Change of Date	% Complete	Comments
Request for Proposals	11/1/2021	12/20/2021		100%	
NTP to consultant	5/3/2022	5/3/2022		100%	
Start Plan Develop	5/3/2022			10%	
Stage 1 Design	5/3/2022	12/9/2022	4/30/2023	80%	Accounts for 30 day INDOT Review Time
Utility Locations Verified	8/10/2022	1/15/2023		20%	
Prelim Field Check	1/23/2023	5/23/2023			
Environmental Doc.	5/3/2022	1/8/2024		**30%**	
Hearing Certification	10/13/2023	10/25/2023			
Stage 2 Design	5/23/2023	7/22/2023	12/8/2023		Accounts for 30 day INDOT Review Time
Pavement Design	8/18/2023				
FMIS for RW phase	10/15/2023				
Utility Work Plans App	6/16/2024	11/22/2024			
Gantt Chart for Utilities	12/20/2024				
6 mo prior to RW Clear		**10/4/2024**			
RW Clear	1/15/2024	**4/4/2025**			
NTP to Utilities	5/2/2025				
CE contracts	1/15/2025				
Stage 3 Design	8/8/2023	**1/17/2025**			
Final Tracings	3/15/2025	**5/19/2025**			
Ready for Contracts		**6/18/2025**			
Letting	**9/10/2025**				Per INDOT's (Donya) email 9/19/2022

Action Dates PE

Prelim Field Check	spring 2023
Stage 1 Completion	4/30/2023
Env Doc Start Date	5/3/2022
Pavement Design	8/18/2023

Action Dates RW

Env docs complete	1/8/2024
RW acq start date	1/15/2024
Utility relocation	
RW acq complete	4/4/2025

Action Dates CN

Stage 3 Design	1/17/2025
Final Tracings	5/19/2025
Ready for Contracts	6/18/2025
Letting	9/10/2025

TITLE VI & ADA (Americans with Disabilities Act)

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2022

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 2022 NIRCC assisted with updating and collecting data for the Allen County ADA Transition Plan and the Town of Monroeville ADA Transition Plan.

In FY 2020 the bus stop inventory was updated. In FY 2021 the updated bus stop inventory information was used to begin the prioritization process of bus stop locations to be improved to meet ADA requirements. In FY 2022 the prioritization continued along with review and assessment of improved bus stops.

Safety Management System

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2022

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 2022 NIRCC obtained all crash records that occurred in Allen County during 2021. 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. Crashes reported using the new ARIES 6 software were geocoded using longitude and latitude coordinates. 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 2021 crash data and included it in the crash database, NIRCC combined the 2021 crash data with the 2019 and 2020 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 27, 28, and 29 display the densities of crash frequencies for the Fort Wayne, New Haven, and the Allen County area.

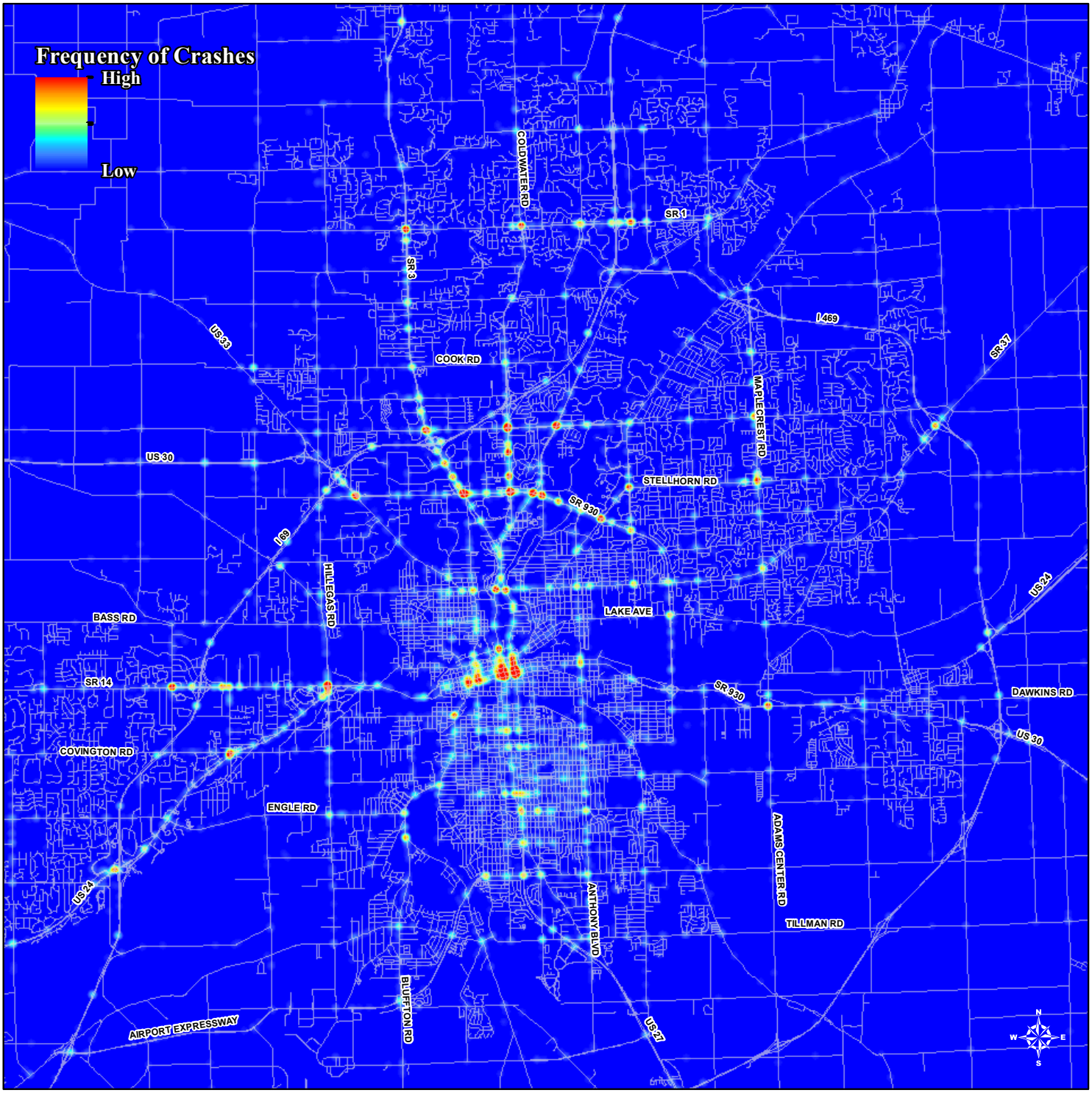
Annual Summary and Listing of Crash Locations

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.

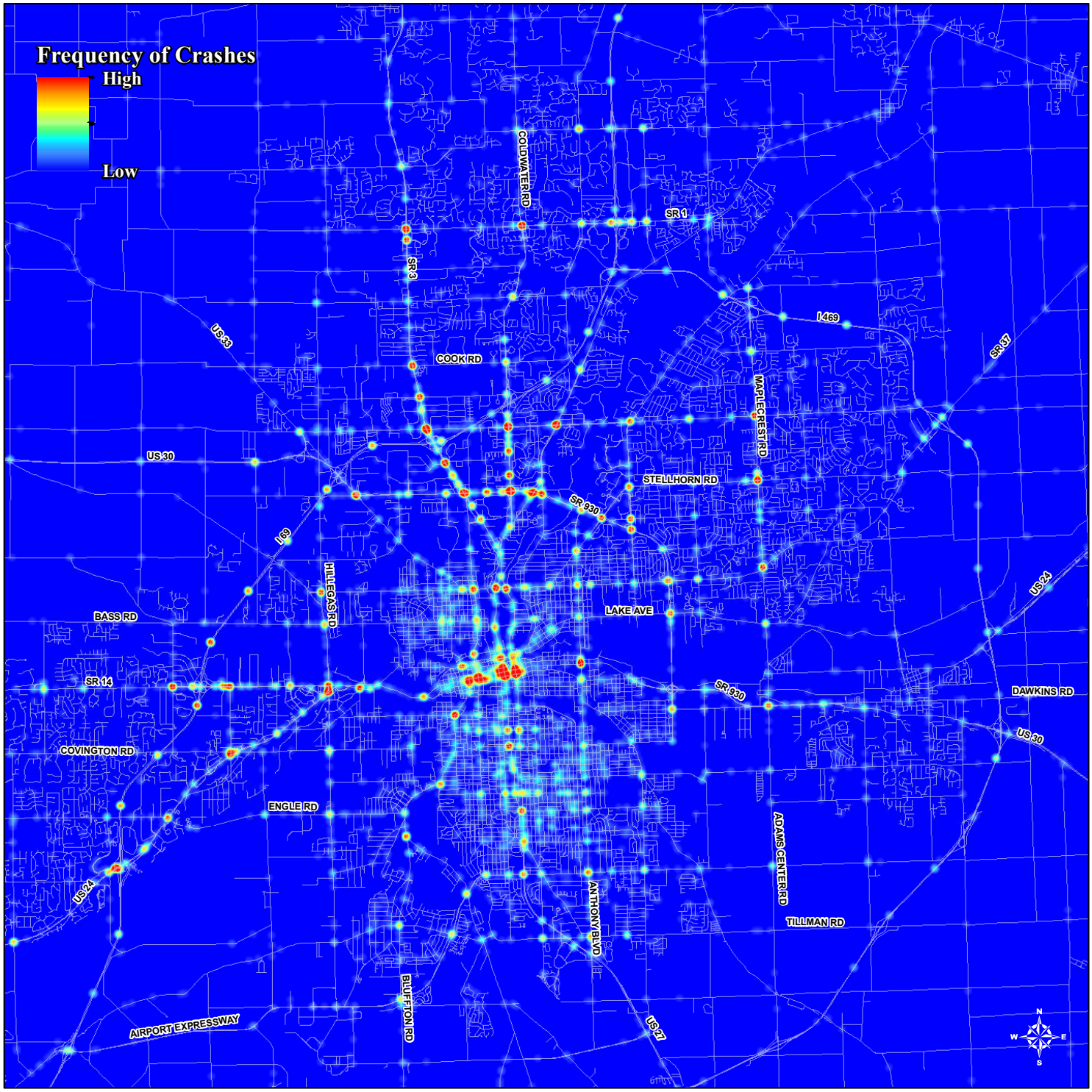
The second product from annual crash data is a summary or listing of the hazardous crash locations from the previous

Figure 27 - 2021 Crash Data



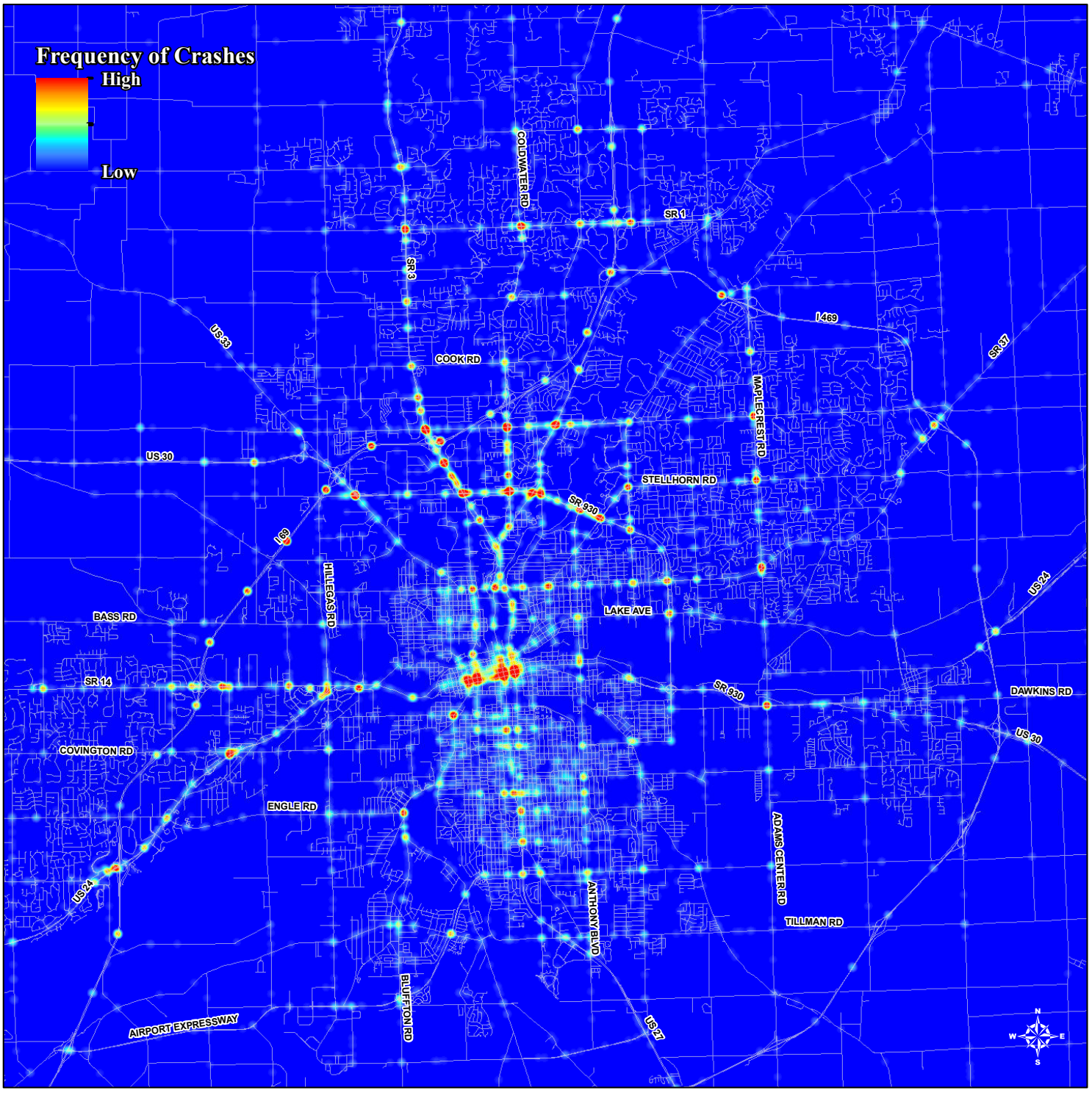
year. Every year staff utilizes two procedures to identify crash locations with a higher frequency of crashes and another for locations with a lower crash frequency. Identification of crash frequency is provided through use of GIS software that creates buffers around intersection crash locations. The 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.

Figure 28 - 2020 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 29 - 2019 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;

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

Hazardous Location Identification

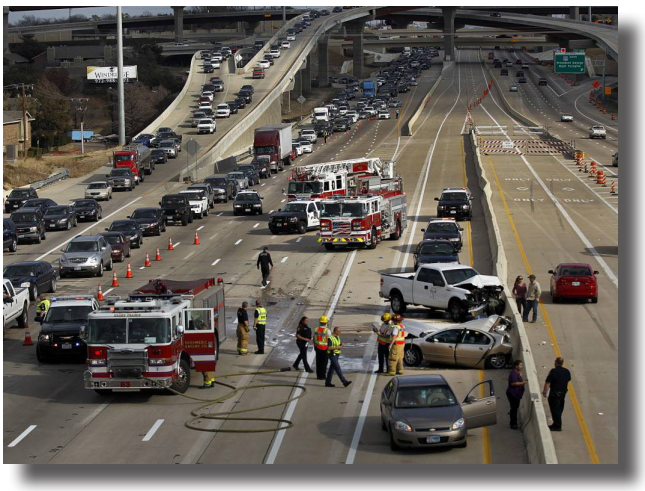
In Fiscal Year 2022 staff reviewed all the crash location listings created for 2019, 2020, and 2021 based on the approved process described above. In the past, staff worked with TTC to determine the most accurate manner to identify hazardous locations from data collected for a three year period. TTC 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 2019, 2020, and 2021. These locations were then reviewed using crash rates and RoadHAT (Roadway Hazard Analysis Tool) software developed by the Indiana Department of Transportation and Purdue University.

RoadHAT 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.

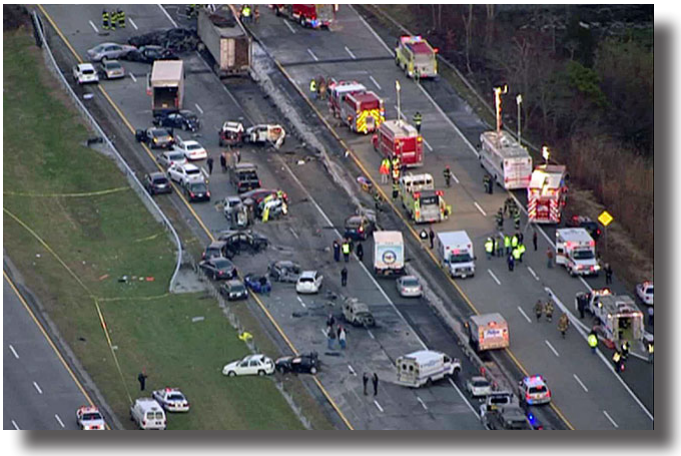
Staff will review the locations selected to determine the cause of all the crashes and provide collision diagrams to TTC to determine what course of action to take to mitigate crashes at each location. The listing of locations will continue to be updated annually to review trends and previously identified 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 50 four hour TIM training sessions since December 2013. Through these training efforts, 1770 first responders have been trained. Of these responders at least one or more responders from 121 different agencies have been reached through this training initiative.

Congestion Management Process

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2022

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

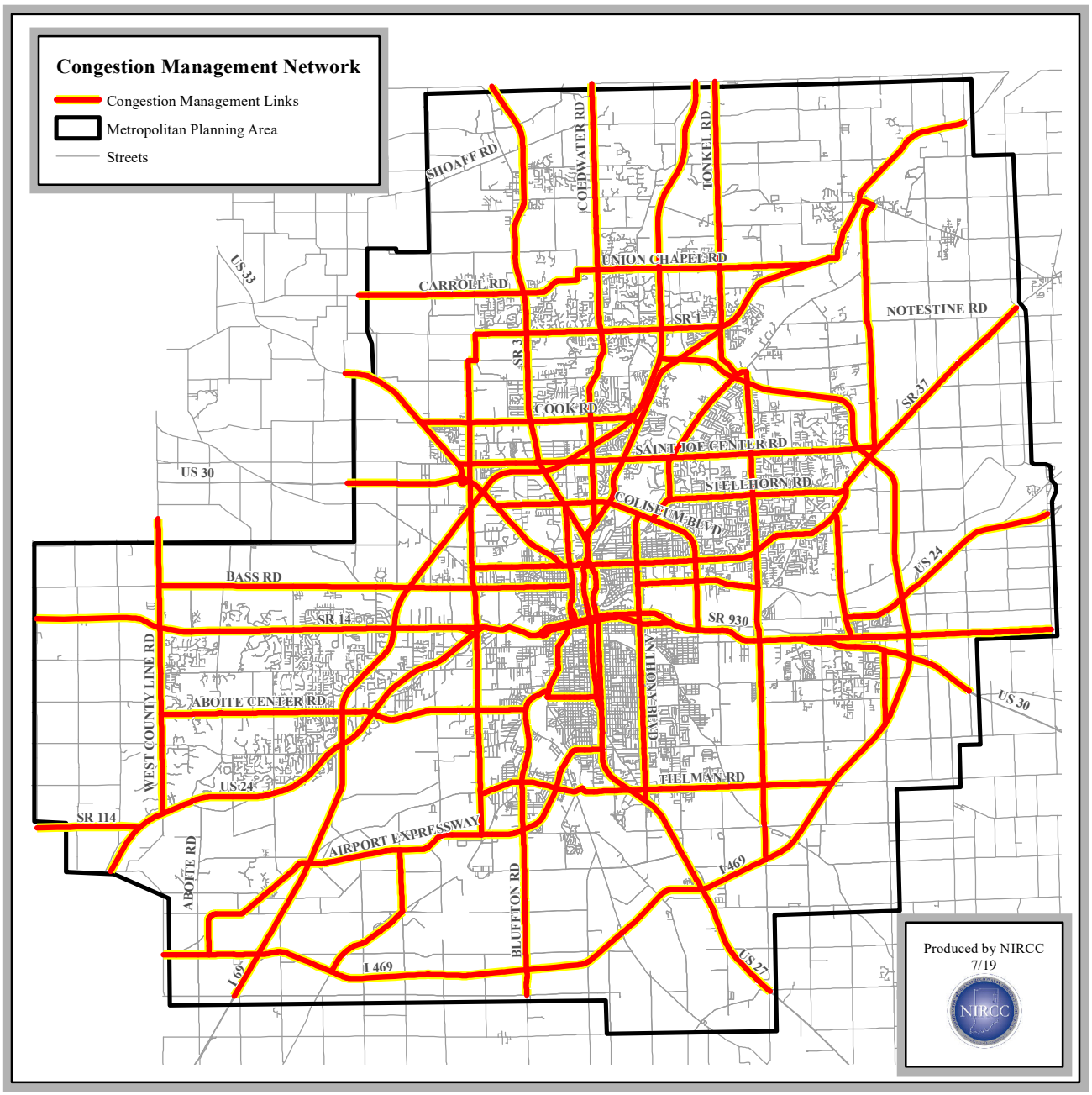
NIRCC's original Congestion Management Process Work Plan was completed in May 1995 and adopted by the Urban Transportation Advisory Board at its June 6, 1995 meeting. The work plan was submitted to the Indiana Department of Transportation, and an updated work plan was submitted at the conclusion of Fiscal Year 1996 and adopted in Fiscal Year 1997. The Fiscal Year 2022 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 30.

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 30



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).

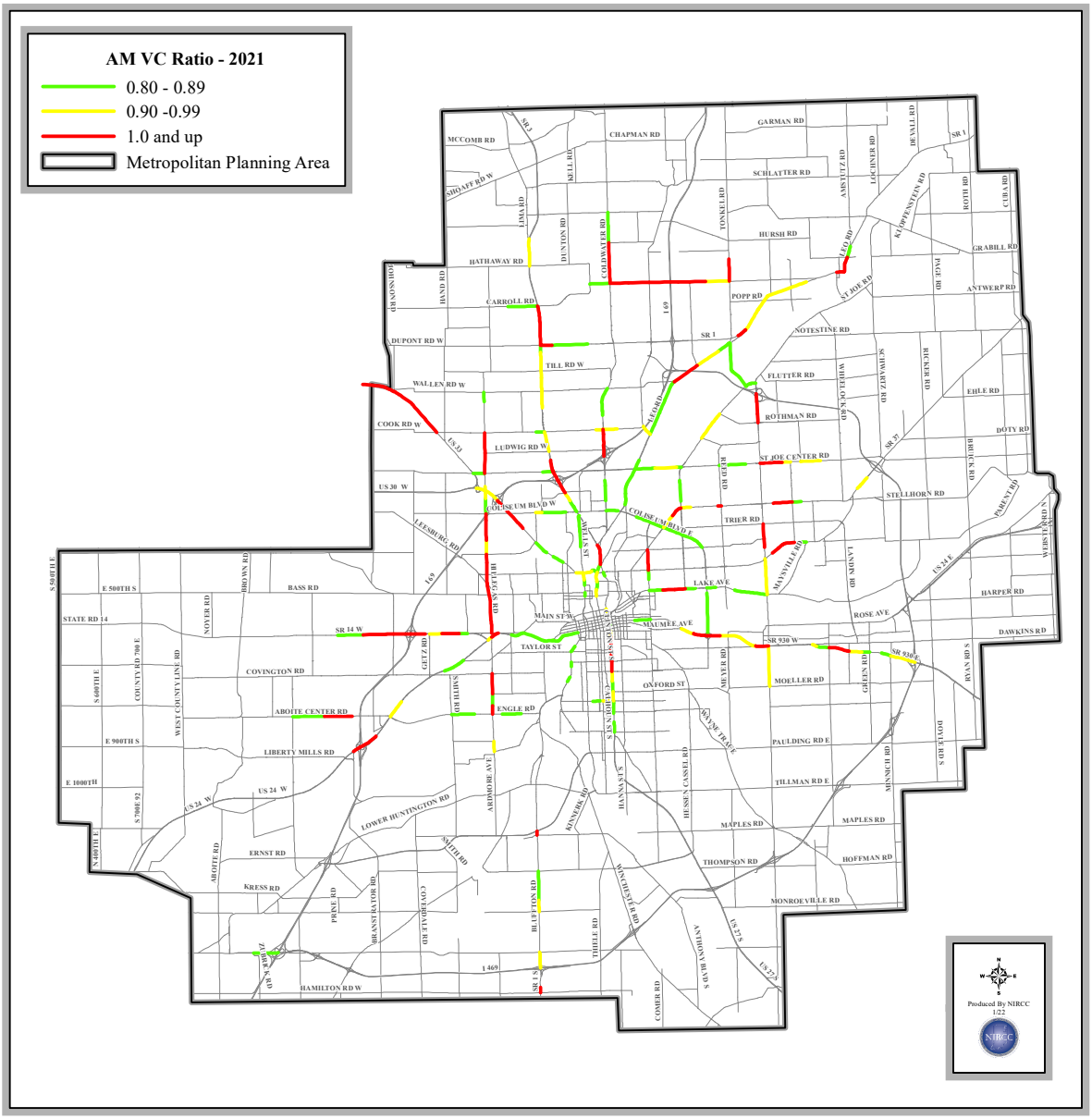
When analyzing the highway system for roads classified as collector or higher, the traffic monitoring program provides the majority of the data needed for a macro analysis. Existing traffic count data for all links within the study area is analyzed according to lane capacities. Roadway volume to capacity (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 31 and 32. 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 31



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 33 and 34). 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 32

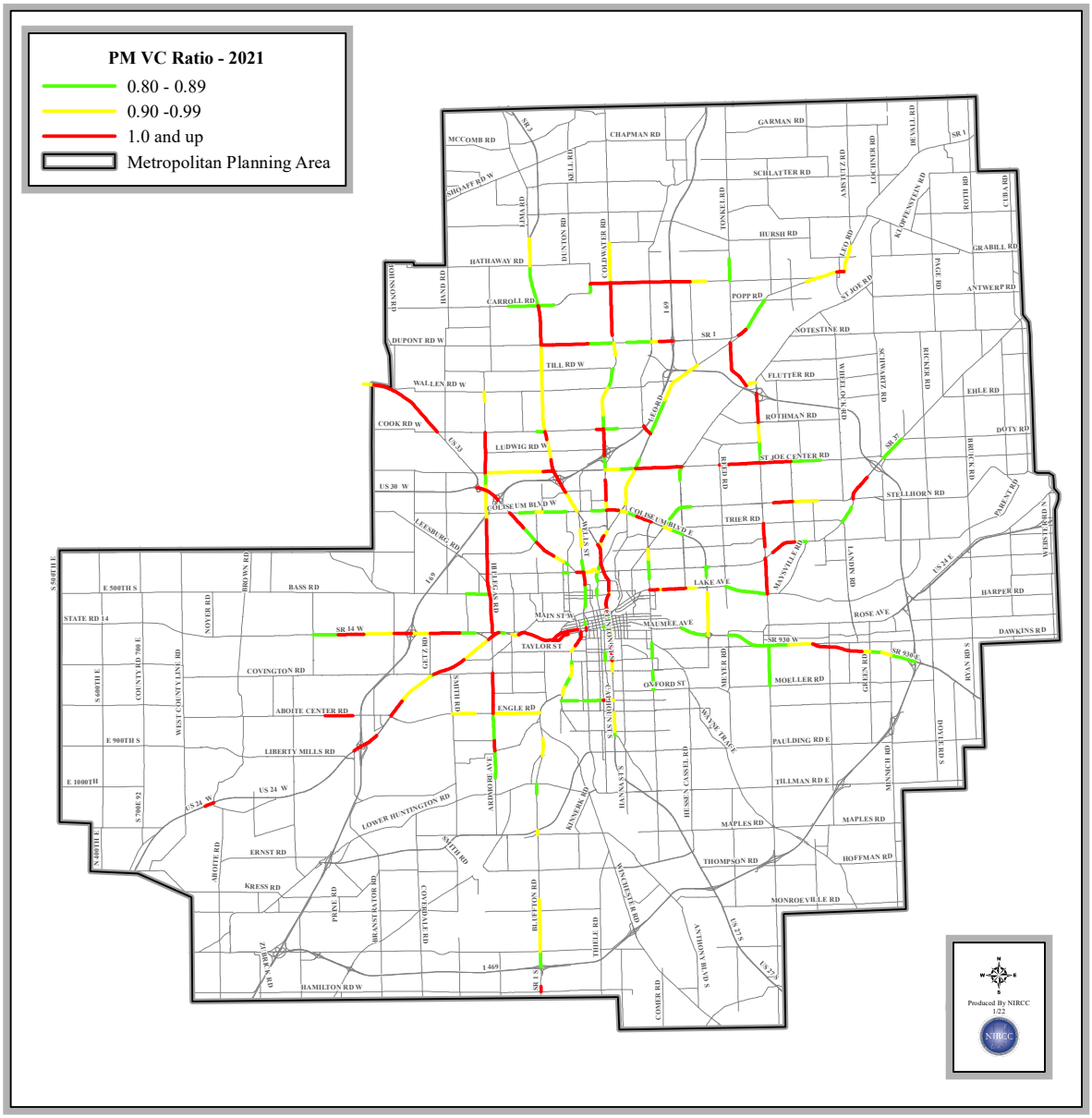
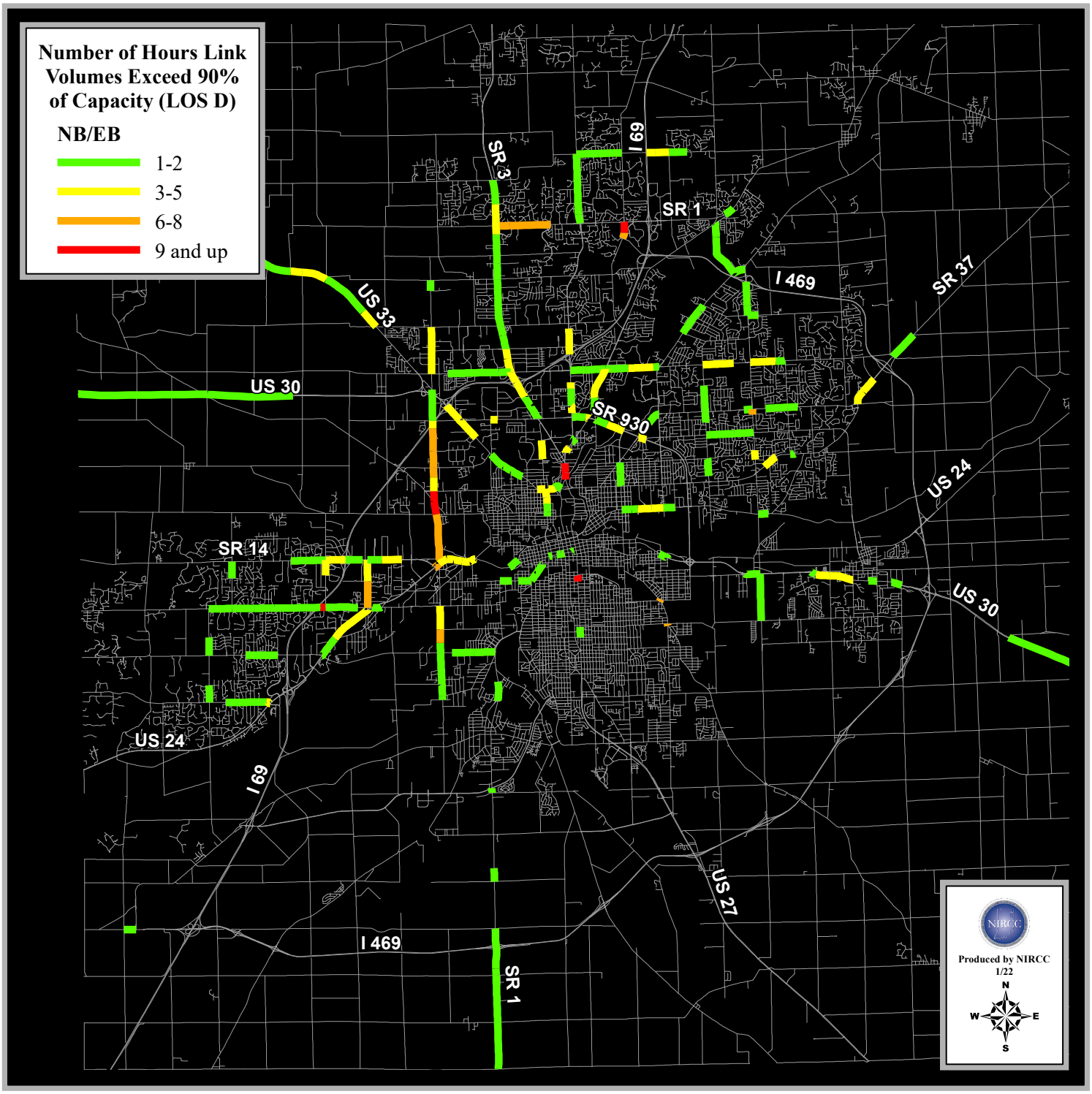
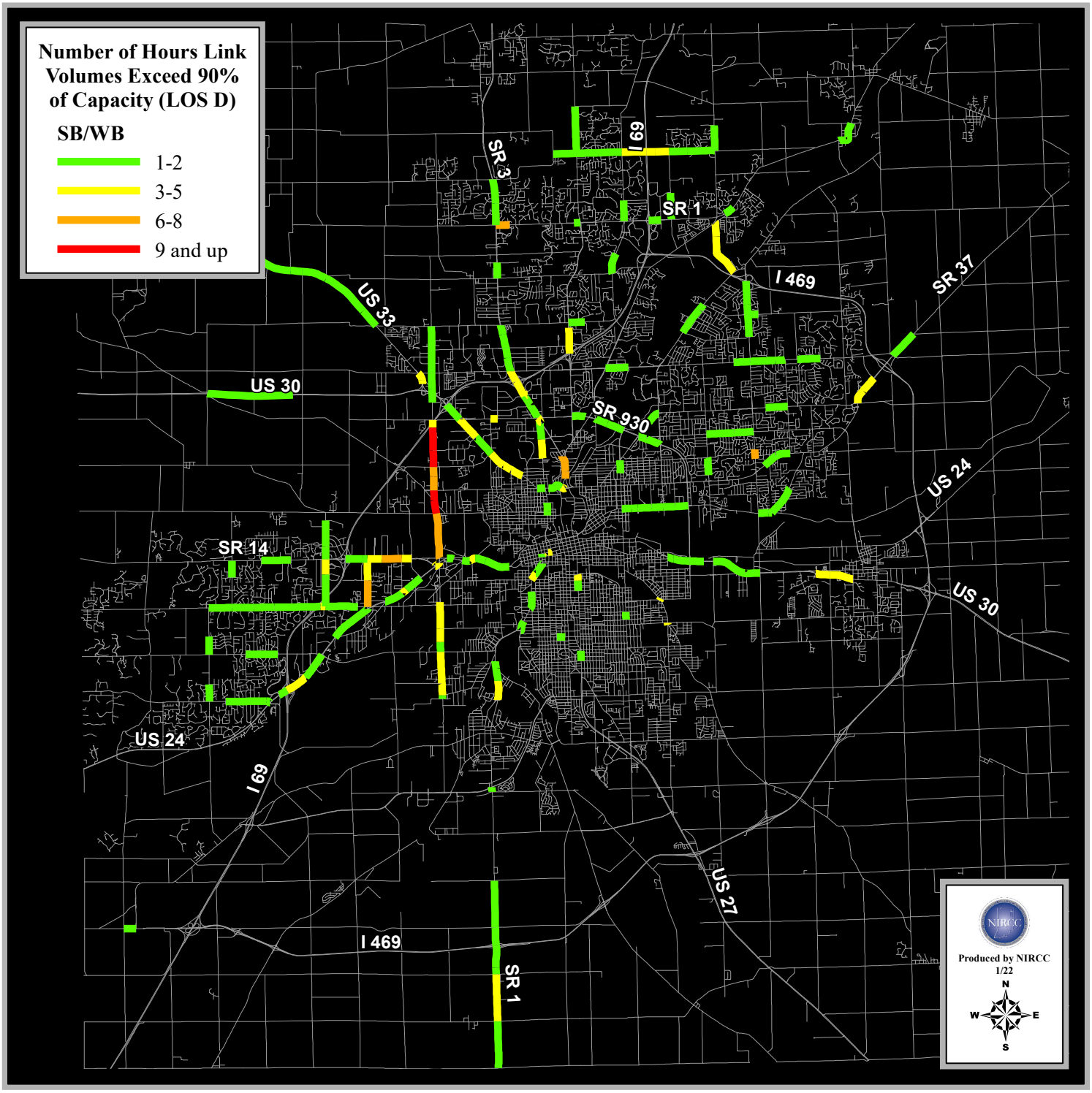


Figure 33

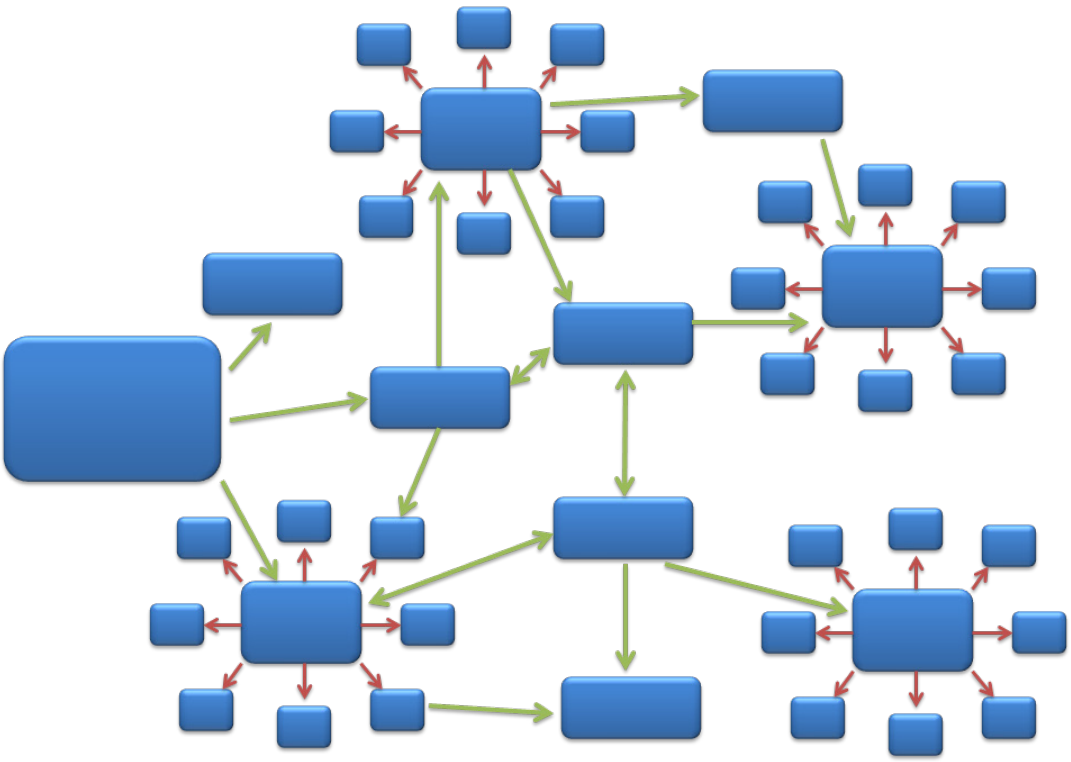


effective when systems are integrated and interoperable the USDOT developed the National ITS Architecture. When referring to architecture, it is best described as a tool that assists in organizing complex entities and relationships. It helps identify system functions and informational flows, and guides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

Figure 34



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.

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 2022 the ITS Architecture was converted to the latest version using FHWA's RAD-IT software. The ITS architecture will be officially updated in the next fiscal year to be included with NIRCC's next Long Rang Transportation Plan update.

Bicycle and Pedestian Planning

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2022

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 20 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. From 2007 to 2020 NIRCC relied on the Greenway Coalition for guidance as well as governmental and public input towards bicycle and pedestrian planning. The coalition was also made up of governmental parks, planning and highway agencies, advocacy groups, and special project organizations. The coalition had 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 35). 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 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.

In fiscal year 2013 NIRCC spent a significant amount of time updating the bicycle and pedestrian plan as part of the

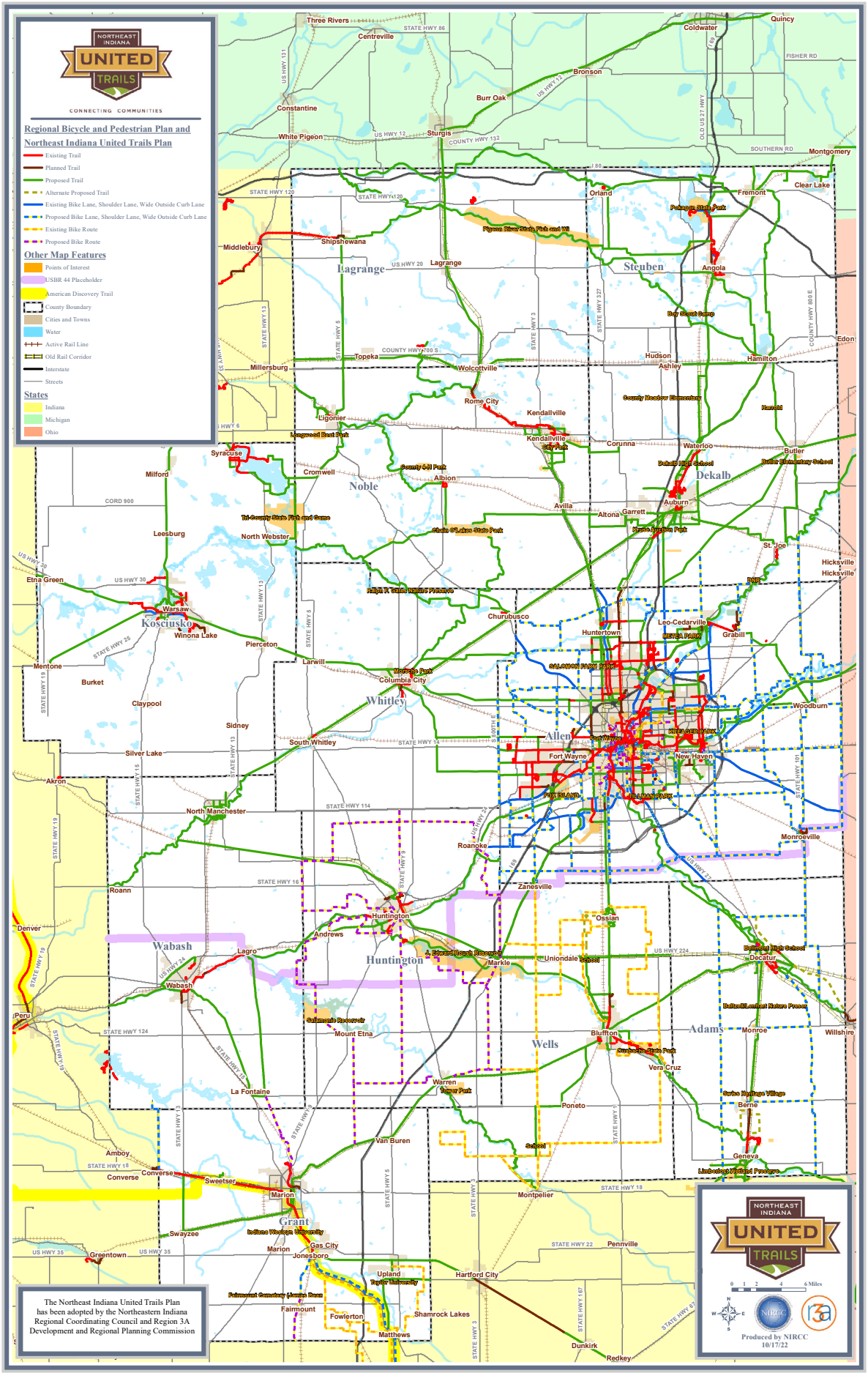


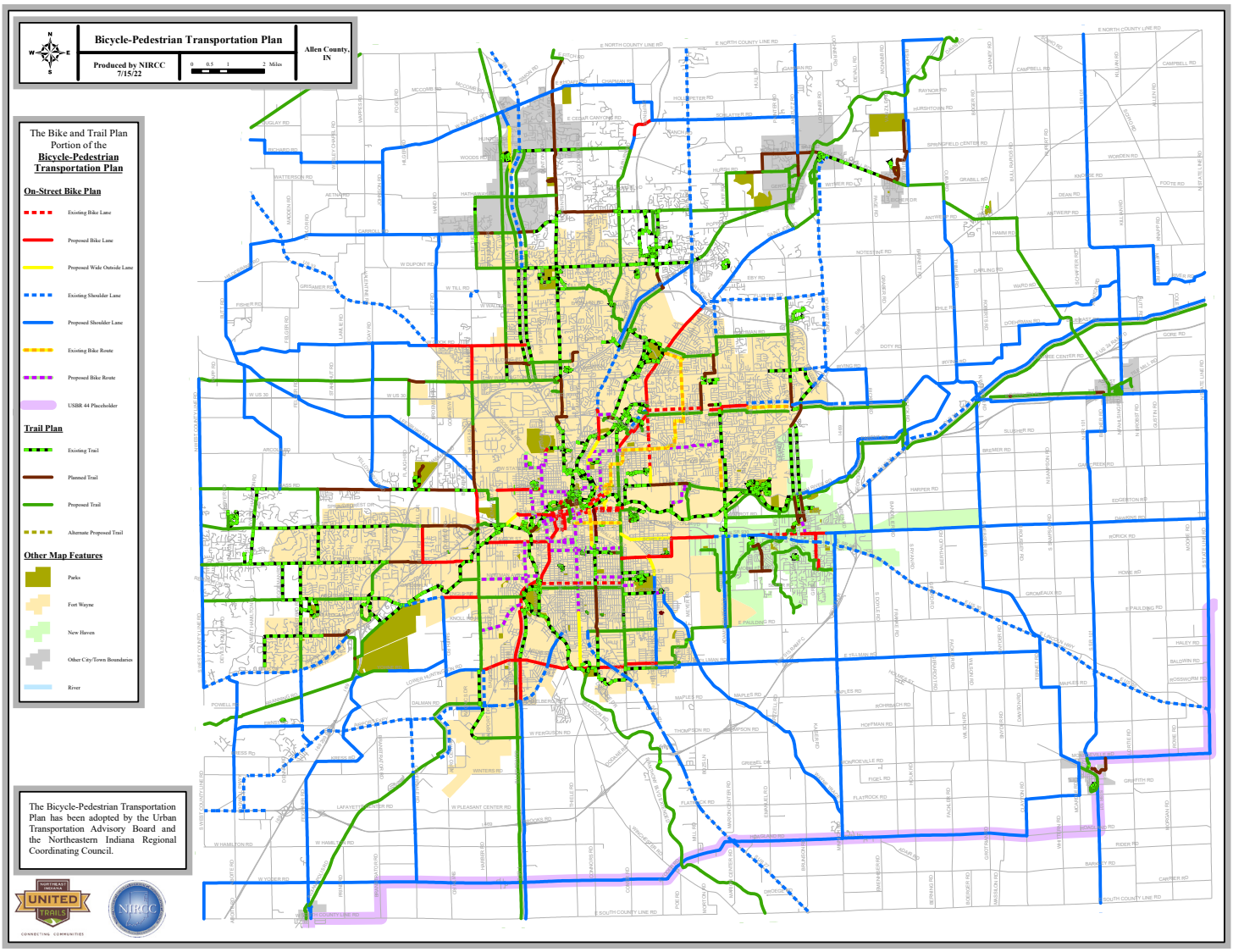
Figure 35

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 36) which includes trails and on-street bike infrastructure, a trail plan (Figure 37), and a sidewalk plan (Figure 38). 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 36

Bicycle-Pedestrian Transportation Plan: Bike and Trail Plan

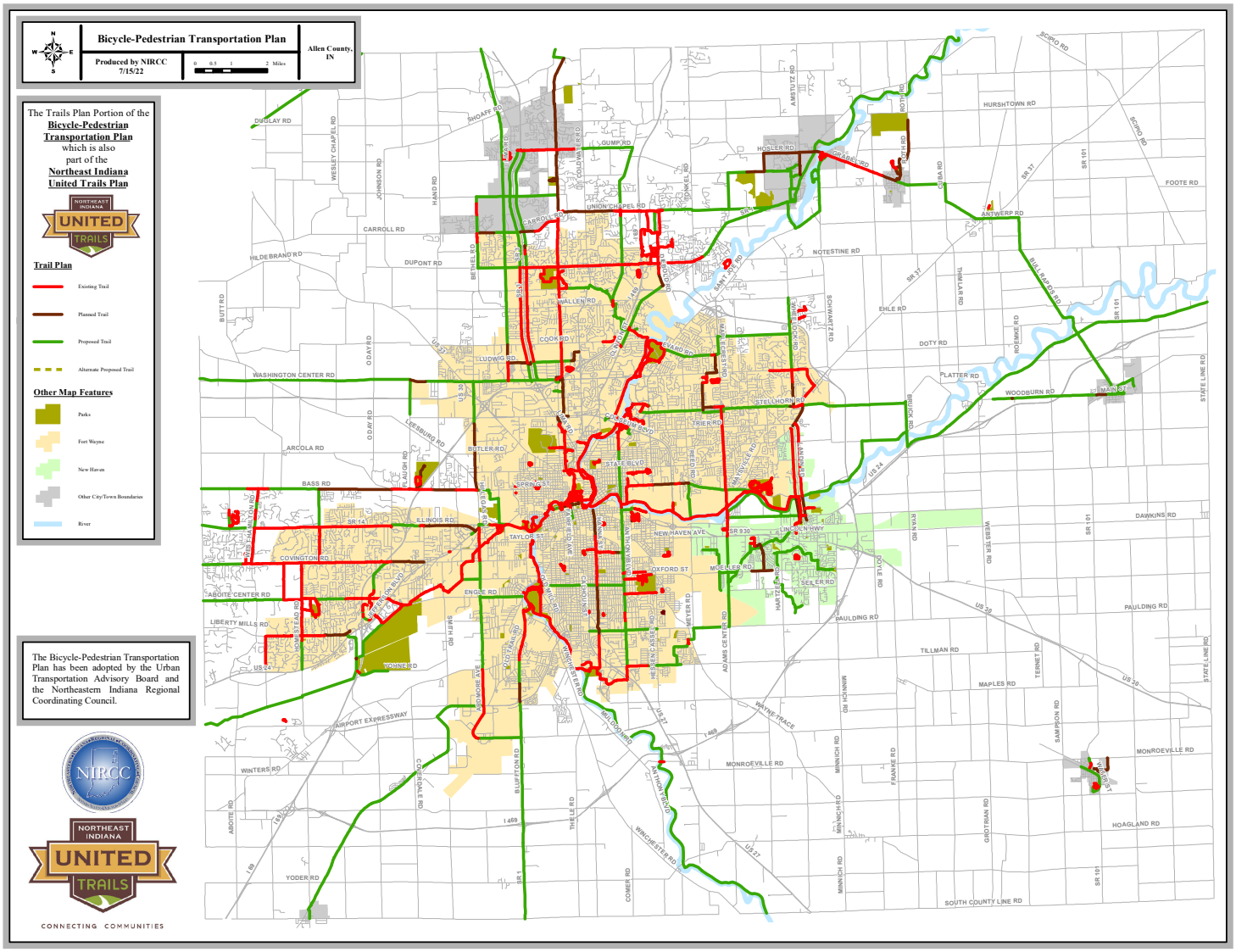


The Bike and Trail Plan (Figure 36) is really intended to show an overall bike network along with the trails plan. Since bicyclists use a combination of on-street infrastructure and trails this map includes both to show how the entire network works together. This map displays a wide range of proposed 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 37

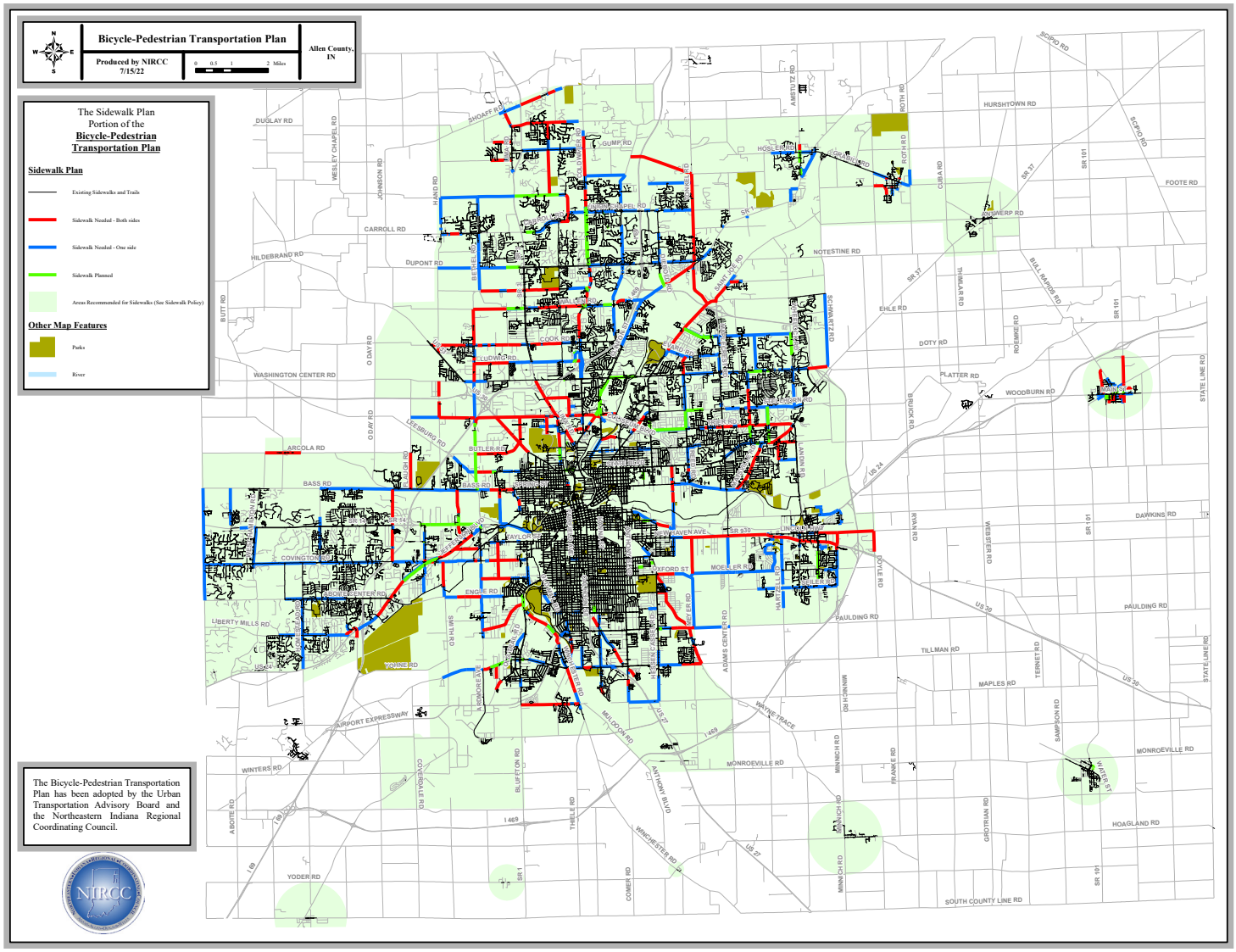
Bicycle-Pedestrian Transportation Plan: Trail Plan



The Trails Plan (Figure 37) 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 38

Bicycle-Pedestrian Transportation Plan: Sidewalk Plan



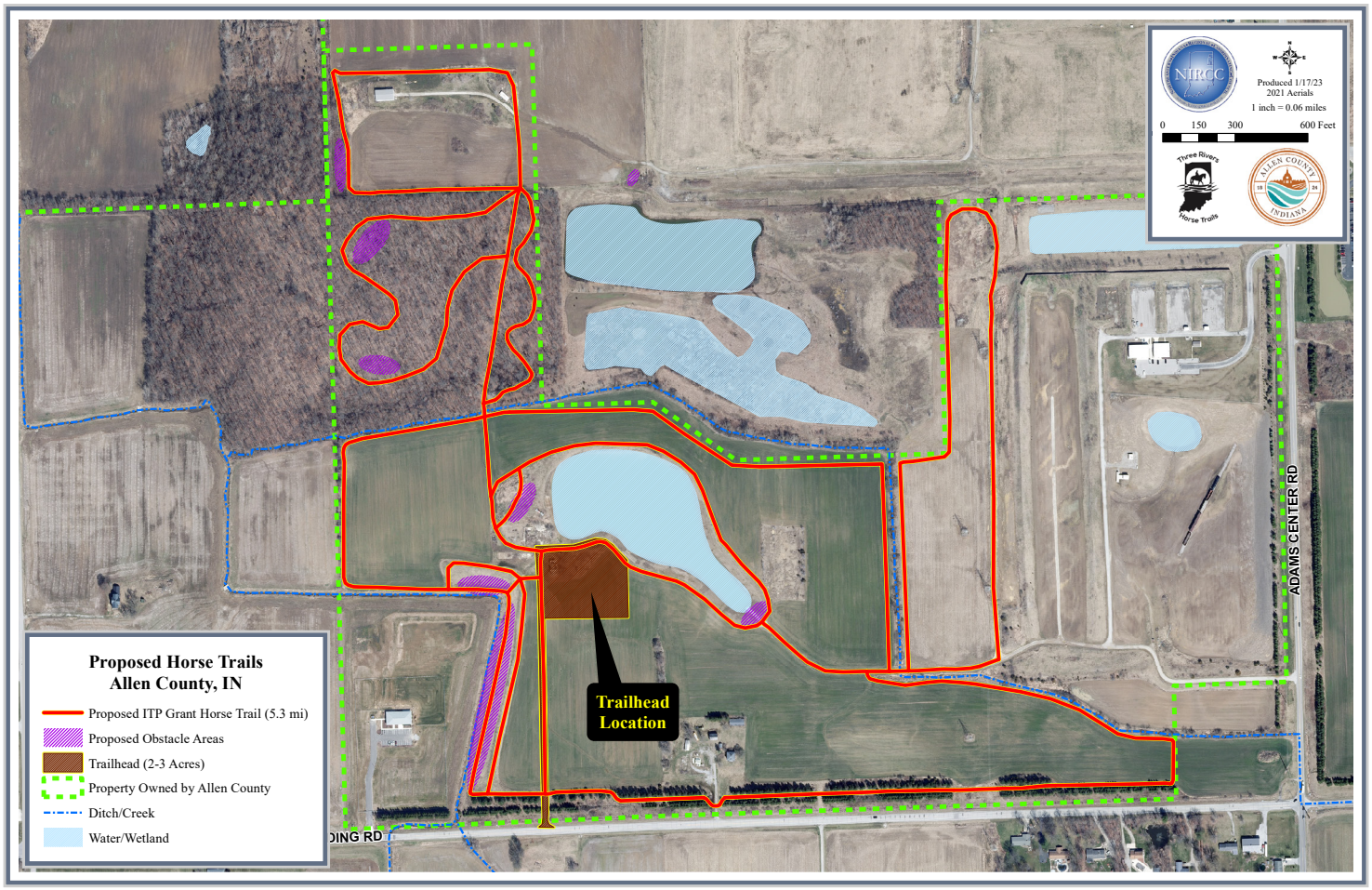
The Sidewalk Plan (Figure 38) identifies sidewalk needs along all major roadways in the urban area and some outside the urban area. This map displays all existing sidewalks and trails within Allen County and specifically identifies corridors or sections of roadway that need sidewalks on one side or both 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.
- Assisting with or administering various grants or grant awards.

In Fiscal Year 2022 NIRCC assisted in or worked on a number of projects. One of the new initiatives NIRCC was a part of was planning for horse trails in Allen County. NIRCC is on the board of the Three Rivers Horse Trails nonprofit organization and assists with identifying and mapping potential horse trail routes, identifying potential properties for trailheads and potential horse trails, conducting environmental analysis for potential sites, creating conceptual designs for trailheads, producing graphics and maps for public meetings, and assisting with grant proposals.

Figure 39



In FY 22 NIRCC assisted the Three Rivers Horse Trails with applying for an Indiana Trails Program (ITP) grant. The application was successful and will provided fuding for a trailhead people to park trucks and trailers and about 5.3 miles of horse trails. The trailhead will even include the following ADA accessible features: ADA parking for one truck and trailer, a special mounting area that is accessible, available water hydrant for horse use, an area with a picnic table, and bathroom access. Figure 39 shows the layout of the planned horse park. Allen County will also be providing addition trails extending outside the scope of the ITP grant that could eventually add up to an additional 3.8 miles.

NIRCC continued to serve on the Poka-Bache Coalition this past fiscal year. The coalition has been concentrating on putting together an interlocal agreement that jurisdictions along the corridor can join to help further develop the trail and push towards completion. The Poka-Bache Connector is a planned 81-mile long regional trail that will connect Pokagon State Park in Angola with Ouabache State Park in Bluffton, traveling through 4 counties and 7 cities and towns. The Poka-Bache Coalition was formed with 33-members to collaborate on the future development of this State Visionary Trail. The members include representatives from all four county governments, all city and town governments, the six non-profit trail advocacy groups in the region, the Indiana Department of Natural Resources, the Indiana Department

of Transportation, the Northeast Indiana Regional Coordinating Council, U.S. Senator Braun's office, representatives from community foundations and visitor bureaus, Michael Galbraith from the RDA and several state elected officials.

NIRCC continued to work on the branding and wayfinding initiative for the region. Templates were made for different sign types so signs could be produced. Design and material details were produced for a number of sign types as well. 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. Some of the wayfinding projects that were worked on for the United Trails system included projects in the Town of Waterloo, City of Huntington, City of Wabash, Town of Lagro, and Wabash County. Following are pictures of the new signs that have been installed.


NORTHEAST INDIANA
UNITED TRAILS
Wabash River Trail
Town of Lagro
Kerr Lock
Town of Andrews
City of Wabash
NORTHEAST INDIANA
UNITED TRAILS
Wabash River Trail
Town of Lagro
Paradise Spring Pk
Dwtn Wabash
City of Wabash
THIS TRAIL FUNDED IN PART BY
Wabash River Trail
NextLevel TRAILS


NO OVERNIGHT PARKING
NORTHEAST INDIANA
UNITED TRAILS
NORTHEAST INDIANA
UNITED TRAILS


Wabash County
Trail Continues
0.4 miles
Dwtn Lagro
1.1 miles
Kerr Lock
1.25 miles


Wabash County
Wabash River Trail
Eilts Hideaway
0.1 miles
Paradise Sp Pk
0.8 miles
Dwtn Wabash
1.2 miles

Red Flag Environmental Investigations

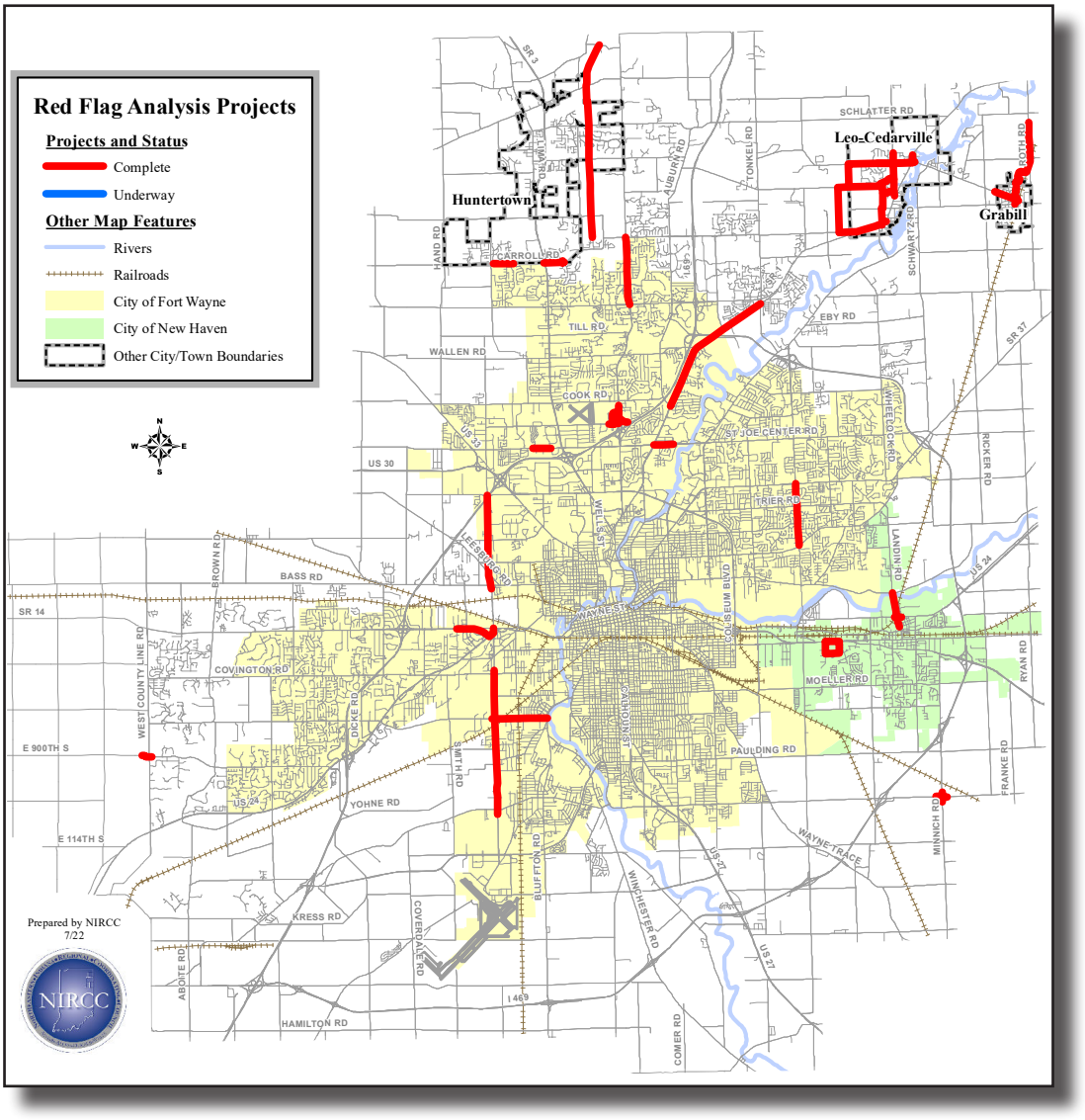
Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2022

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 40



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 22 NIRCC completed work on three Red Flag Investigations (RFIs) which included completion of the revised Carroll Rd RFI for the Town of Huntertown, the Ardmore Ave RFI for the City of Fort Wayne, and the Hillegas Rd RFI for the City of Fort Wayne. The RFIs NIRCC has completed to date are shown in Figure 40. Throughout the Fiscal

Year NIRCC also completed 9 Early Coordination reviews and one RFI summary for a grant project which requires referencing the same data used to complete Red Flag Investigations. NIRCC continued to update analysis data for future Red Flag Investigations and Early Coordination efforts as well.

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.

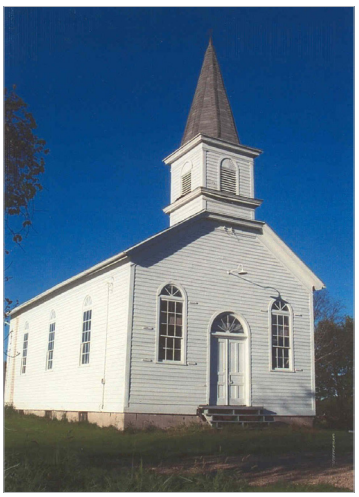
2. Water Resources – Examples include rivers, streams, special interest waterways, wetlands, floodplain, etc.

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.

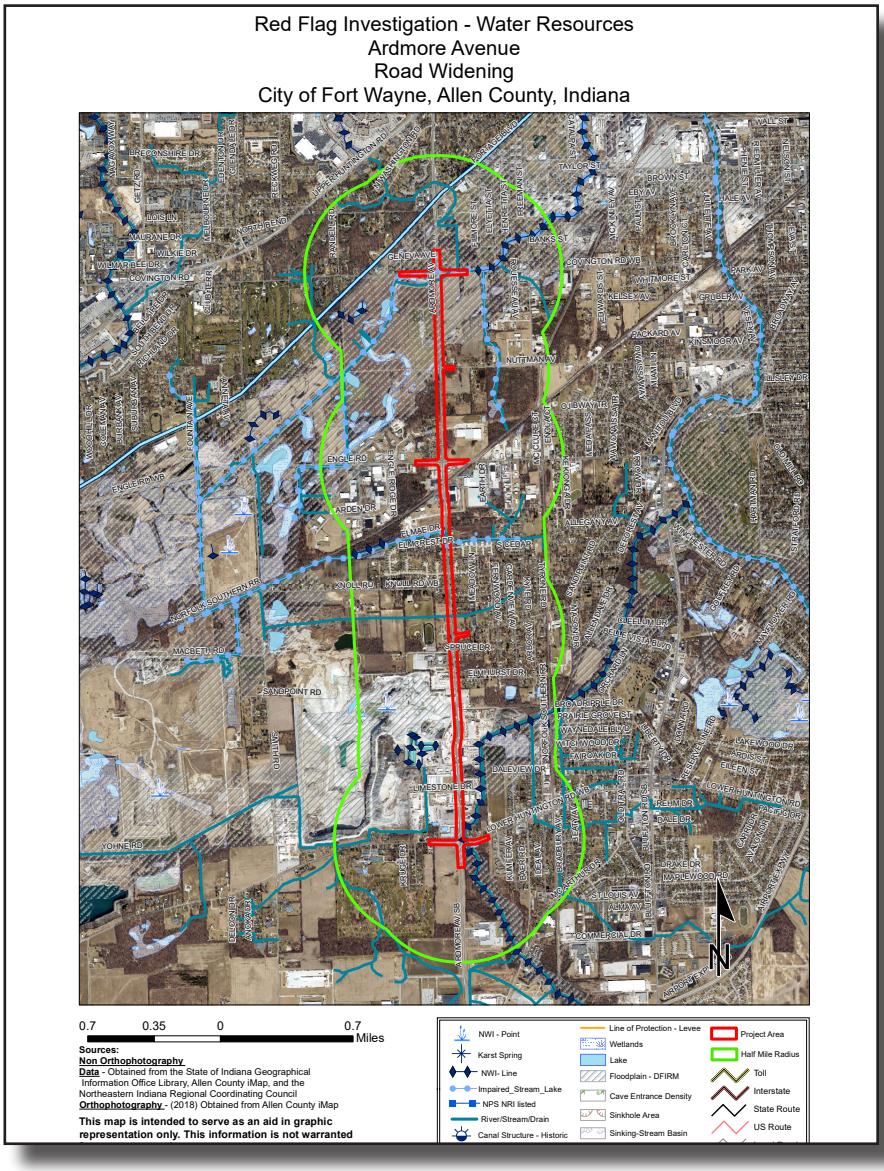


Besides the sections listed above, NIRCC also completes a section identifying bicycle and pedestrian facilities, existing and proposed, throughout the project area and specific locations that may need special consideration for ADA compliance. For each RFI there are also maps providing visuals of each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

Figures 41 and 42 give you examples of two maps included in the report NIRCC worked on this past fiscal year for Ardmore Ave. Figure 41 is the map which identifies "Water Resources" near the project area and Figure 42 displays "Infrastrucure" 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. You will see an example of the "Water Resources" table and "Infrastructure" table from the Ardmore Ave project in Figures

Figure 41



43 and 44. 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 42

Red Flag Investigation - Infrastructure
Ardmore Avenue
Road Widening
City of Fort Wayne, Allen County, Indiana

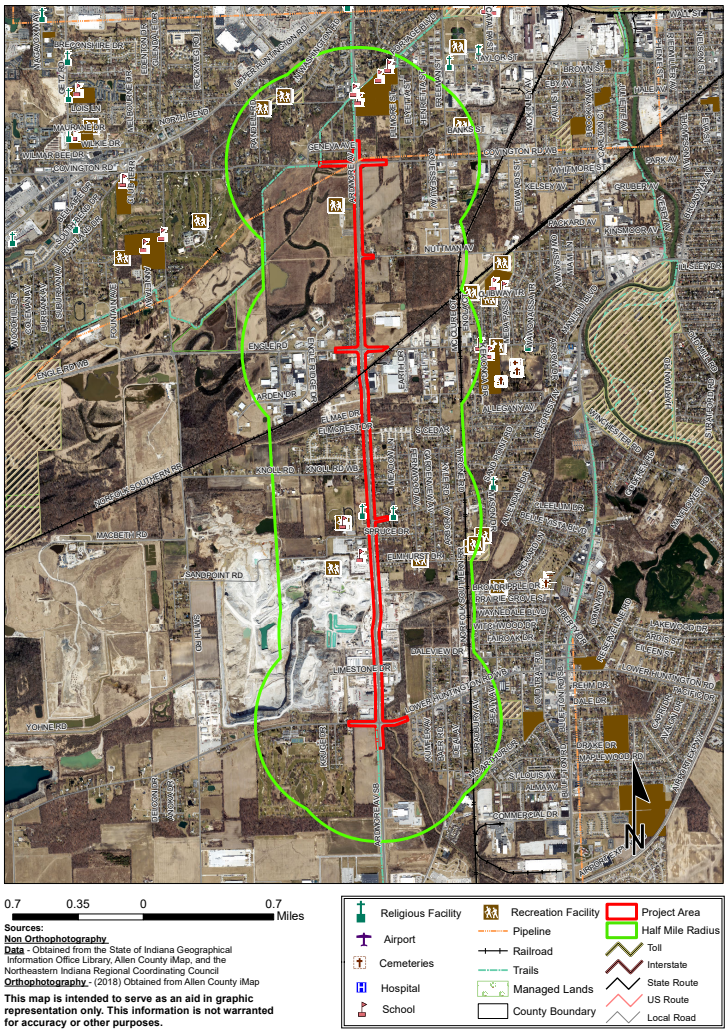


Figure 43

WATER RESOURCES TABLE AND SUMMARY

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**(0)	Canal Routes - Historic	**1**(0)
Karst Springs	N/A	NWI - Wetlands	**48**(4)
Canal Structures – Historic	N/A	Lakes	**34**(2)
NPS NRI Listed	N/A	Floodplain - DFIRM	**12**(4)
NWI-Lines	**10**(2)	Cave Entrance Density	N/A
IDEM 303d Listed Streams and Lakes (Impaired)	**5**(2)	Sinkhole Areas	N/A
Rivers and Streams	30(7)	Sinking-Stream Basins	N/A
High Capacity Wells (Wellhead Protection Areas/Source Water Areas)	N/A	Line of Protection – Flood Levee	N/A

Figure 44

INFRASTRUCTURE TABLE AND SUMMARY

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	**3** (2)	Pipelines	**1** (1)
Airports[1]	**1** (1)	Railroads Active	**7** (1)
Cemeteries	N/A	Railroads Abandoned	N/A
Hospitals	N/A	Managed Lands	**3** (0)
Schools	**5** (1)	Trails Existing	**3** (3)
Recreational Facilities	**10** (2)	Trails Proposed/Planned	**3**(3)

[1]In 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 2022

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 2022, Transit Planning Activities completed by NIRCC staff included the facilitation of Section 5310 Local Funding. A summary 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 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. The capital program provides 80% of the total vehicle cost, requiring a 20% local match from the applicant. Typically, a call for projects is issued each February with awards announced each June. However, in Fiscal Year 2022, the call for projects for the capital program was cancelled and not held due to supply chain and inflationary cost issues that have restricted access to acquiring vehicles. NIRCC anticipates a capital funding round during Fiscal Year 2023.

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 2022, a Section 5310 Operational funding round was not held. However, NIRCC did prepare a Section 5310 Operational call for projects to be issued in Fiscal Year 2023.

In addition, during Fiscal Year 2022, a special Section 5310 COVID Relief funding round was held in addition to and outside of the annual Capital and semi-annual Operational funding rounds. The Section 5310 COVID Relief funding round utilized Section 5310 allocations from the Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act and the American Rescue Plan (ARP) Act to provide relief to paratransit providers serving seniors and individuals with disabilities within the Fort Wayne Urbanized Area during the COVID-19 Pandemic. This funding was for operational funding only. A call for projects was issued February 2022 with awards announced in June 2022. The Community Transportation Netework (CTN) was awarded $92,667 in COVID Relief funding to be used as reimbursement of budget shortfalls incurred over an 11-month period between June 2020 and April 2021 due to COVID-19 impacts and requirements.

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 2022. The Summary Report highlights a majority of the transportation planning activities conducted and the products produced by NIRCC during Fiscal Year 2022. 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 2022-2026 Transportation Improvement Program (TIP) represent the improvements selected for implementation. The 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 2022

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2022

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