



Transportation Times

Adams-Allen-DeKalb-Wells

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Long Range Plan Update -The 2045 Transportation Plan-

NIRCC is currently in the process of updating the 2040 Transportation Plan to the 2045 Transportation Plan. As changes occur in the Fort Wayne-New Haven-Allen County Metropolitan Planning Area, the transportation system must be improved to respond to new and increasing travel demands. The Community's vibrant growth and socioeconomic change fosters the need to reconsider and re-evaluate the future needs of the transportation system. A transportation plan serves as the dynamic tool necessary to guide decision making concerning project selection, implementation, and community growth. Therefore, it must be flexible enough to accommodate change, yet provide a solid base as decisions are made about our present and future transportation system. The long-range transportation planning process, as administered for the Fort Wayne/New Haven/Allen County Metropolitan Planning Area, strives to achieve such a balance between flexibility and commitment.

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The recommended plan is a comprehensive list of transportation projects and policies carefully developed to meet future travel demands. The policies and projects were selected on their potential for mitigating congestion and improving mobility throughout the metropolitan area. A safe and efficient transportation system is the primary goal of the recommended plan. In accordance with the federal regulations, the
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U

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B

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Community Development Updates



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

The NIRCC community development team has been working on a number of projects recently. The following provides a summary of a few projects they have been working on:

Town of Monroeville’s Wastewater Improvements Project - Update

Previous Newsletters included articles about the Town of Monroeville’s Wastewater Improvements Project which was completed in October 2022. The Town was awarded a CDBG Wastewater Drinking Water (WDW) grant through the Stellar Designation in March 2021. NIRCC staff provided grant writing assistance and grant administration services throughout the completion of the project. The purpose of the wastewater improvements project was to complete both collection system and treatment system improvements throughout the Monroeville Wastewater Service Area to improve treatment lagoon performance and free up capacity for additional

connections while improving the overall efficiency of the system, allowing the Town to meet current needs and facilitate future growth. The primary need for the project is to address infiltration and inflow (I/I) of ground water entering the wastewater system. Construction began in March 2022 and is anticipated to be completed in October 2022. The total project cost is \$656,762, which was funded with the \$368,898 CDBG grant through the Stellar Designation and \$287,864 in local funds from the Town's TIF and CEDIT Funds. An analysis completed in April 2023 showed that since the completion of the improvements, I/I in Monroeville has been reduced by approximately 33%. This is a significant reduction that has increased the Town's treatment capacity and has saved them thousands of dollars in treatment costs, and will continue to do so.

Woodburn and Monroeville INDOT Stellar Sidewalks and Trails

NIRCC staff has also been coordinating with the City of Woodburn and the Town of Monroeville to help them complete their sidewalk and trail projects funded by INDOT through the Stellar Designation. NIRCC assisted both communities with procuring engineers per INDOT requirements for their projects. NIRCC has also assisted with project development for both projects. Below is a description of each communities projects.

Woodburn Stellar Sidewalks and Trail

The Woodburn Sidewalk Project includes the following: 1) Center Street – Reconstruct sidewalk on both the east and west sides of Center Street from Main Street to Front Road; 2) SR 101 (Flashing Road) – Reconstruct sidewalk on the west side of SR 101 from Main Street to Overmeyer Street; 3) Maple Lane – Construct new sidewalk on the south side of Maple Lane from Bull Rapids Road to Center Street; 4) Becker Road – Construct new sidewalk on the east side of Becker Road from Rupp Street to Main Street; 5) Park Street – Reconstruct sidewalk on both the east and west side of Park Street from Main Street to Front Road; and 6) Carl Street – Reconstruct sidewalk on both the east and west side of Carl Street from Rupp Street to Main Street. The total project will complete 5,036 lineal feet of sidewalk. The Woodburn Trail

Project will include a new 10-foot HMA Trail on the north side of Woodburn Road from 1365 feet west of Becker Road to 22031 Main Street (Bob's Restaurant). The project includes a total of 1,212 lineal feet of trail. The total cost of both projects is \$1,274,889 with INDOT providing \$900,000 and Woodburn providing \$374,889. Construction began in November 2022 and is anticipated to be completed in June 2023.

Monroeville Stellar Sidewalks and Trail

The Monroeville Sidewalk Project includes a new 6 foot wide concrete sidewalk that will be constructed along the south side of Barnhart Street, between Main Street (SR 101) and Ohio Street and a 6 foot wide curbwalk that will be constructed along the east side of Ohio Street, from Barnhart Street to 160 feet South of Barnhart Street, and then crosses to the west side where it will connect to the Trail Project at 206 Ohio St. The project will include a total of 688 lineal feet of sidewalk. The Monroeville Trail Project will include a new 10-ft HMA trail that will connect the old Conservation Club (206 Ohio St.) along Ohio Street to Monroeville Road at the American Mitsuba Corporation Facility (21600 Monroeville Road). The Project also includes a pedestrian bridge that will span over Flat Rock Creek. The project includes a total of 4,063 lineal feet of trail. The total cost of both projects is \$1,440,542 with INDOT providing \$1,100,000 and Monroeville providing \$340,542. Construction began in March 2023 and is anticipated to be completed in October 2023.

Labor Standards Administration

For several years, NIRCC has assisted communities and agencies in Northeast Indiana with the Labor Standards (LSA) requirements associated with the Indiana Finance Authority's (IFA) funding programs, including SRF and SWIF. The SRF and SWIF funding is utilized to complete water, wastewater and storm water improvement projects. The LSA services provided by NIRCC include documentation and payroll review, jobsite interviews, and the compilation and submission of required reports. NIRCC staff is currently providing, or has previously provided these LSA services to the Adams County Regional Sewer District, the Allen County Regional Water and Sewer District, the City

of Berne, the City of Bluffton, the Maysville Regional Water and Sewer District, the Town of Monroe, and Wells County. If you are in need of an experienced Labor Standards Administrator, please feel free to discuss your project with us.

Poka-Bache Connector Task Force



A task force has been created to help support the development of what will be Indiana's longest multiuse trail. The Poka-Bache Connector will be just over 81 miles long and connect Pokagon State Park near Angola to Ouabache (pronounced Wabash) State Park near Bluffton (<https://www.nircc.com/poka-bache-connector.html>). The trail will travel through 4 counties and 7 cities and towns. The trail will connect over 121,000 people, 140 recreational areas, 10 Libraries and 50 schools within 1 mile of the trail. This will be a huge asset to the Northeast Indiana United Trails system which encompasses 12 counties in Northeast Indiana (<https://www.nircc.com/northeast-indiana-united-trails-plan.html>).



The Poka-Bache Connector Task Force has members appointed from each jurisdiction the trail will go



through. This Task Force was set up using provisions of Indiana Law to form an inter-local agreement between the 11 local agencies to help ensure this project is completed. With 42% of the trail already existing, and another 9% currently under development or construction, the Poka-Bache Connector is already over halfway completed!

Horse Trails Coming To Allen County



Allen County and the Three Rivers Horse Trails will be officially breaking ground in July on the new horse trail park located at 5419 E Paulding Road, Fort Wayne, IN. Allen County, in partnership with the Three Rivers Horse Trails, received an Indiana Trails Program (ITP) grant award of \$250,000 to construct a trailhead and equestrian trails at this location on the Southeast side of Ft Wayne. NIRCC provided assistance with

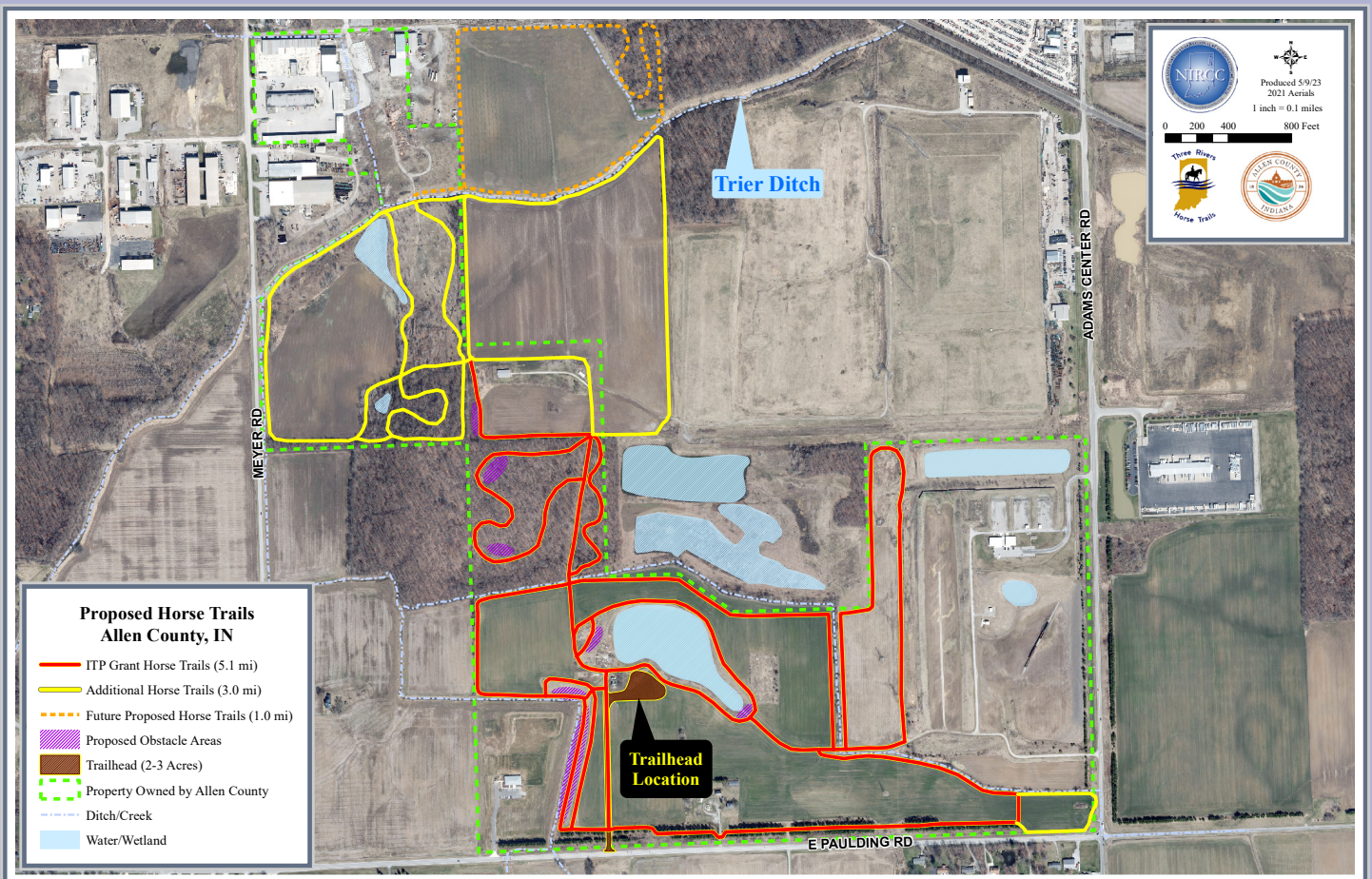
the grant process and continues to assist with the administration duties.

The grant awarded by the Indiana Department of Natural Resources in the amount of \$250,000, with \$62,500 in matching funds from Allen County, will permit the construction of a 3-acre trailhead with parking for trucks and horse trailers along with convenience facilities. The site will also feature handicapped accessible mounting structures and trails appropriate for therapeutic riding. Approximately 5 miles of horse trails will be created around farm fields and through wooded areas at the site encompassing approximately 200 acres total along with equestrian obstacles for the enjoyment of riders and the challenge of their horses. Three Rivers Horse Trails will host events and activities as well as maintain the trailhead and trails upon completion. The trails and trailhead should be open to the public sometime in the fall of 2023.

Allen County was also able to secure additional land and easements adjacent to the land being used to construct the trailhead and horse trails through the ITP grant. Allen County plans to expand the horse trails beyond the area funded by the ITP grant to provide an additional 3-4 miles of horse trails. This will provide a total of 8-9 miles of trails when the project is complete this fall!

Engineering Resources, Inc. (ERI) provided the design and estimate for the horse trails. The total engineered estimate was approximately \$468,000 to construct the entire project. However, bids for the construction came in much less at \$295,000 and was awarded to Krafft Water Solutions out of St Joe, IN. Here is a map showing the property and the proposed improvements.

Planned Horse Trails and Trailhead



2024-2028 Transportation Improvement Program

The first Transportation Improvement Program (TIP) was published in 1977. Originally it was produced every year, now it is every two years to align with the Indiana Department of Transportation's (INDOT) State Transportation Improvement Program (STIP). The TIP is a multi-year capital improvement program document that includes roadway, bridge, transit, bicycle, and pedestrian projects. These projects will serve the needs of all the cities and towns in Allen County.

Most projects go through three phases of development. The first phase is Preliminary Engineering (PE); this is design and development of the plans needed for the project. The second phase is Right of Way; this is the determination and acquisition of land needed for the project. The third phase is Construction; which is the actual building of the project. The projects listed in the TIP go through one or more of the phases during the four-year period of the TIP.

Many local projects will appear in multiple TIPs as projects can take more than four years to go from preliminary engineering to construction. In this year's fiscal year 2024-2028 TIP there are four new projects, the remainder of the local projects were in the previous TIP. The fiscal year (FY) runs July 1 to June 30.

New Local projects in the TIP:

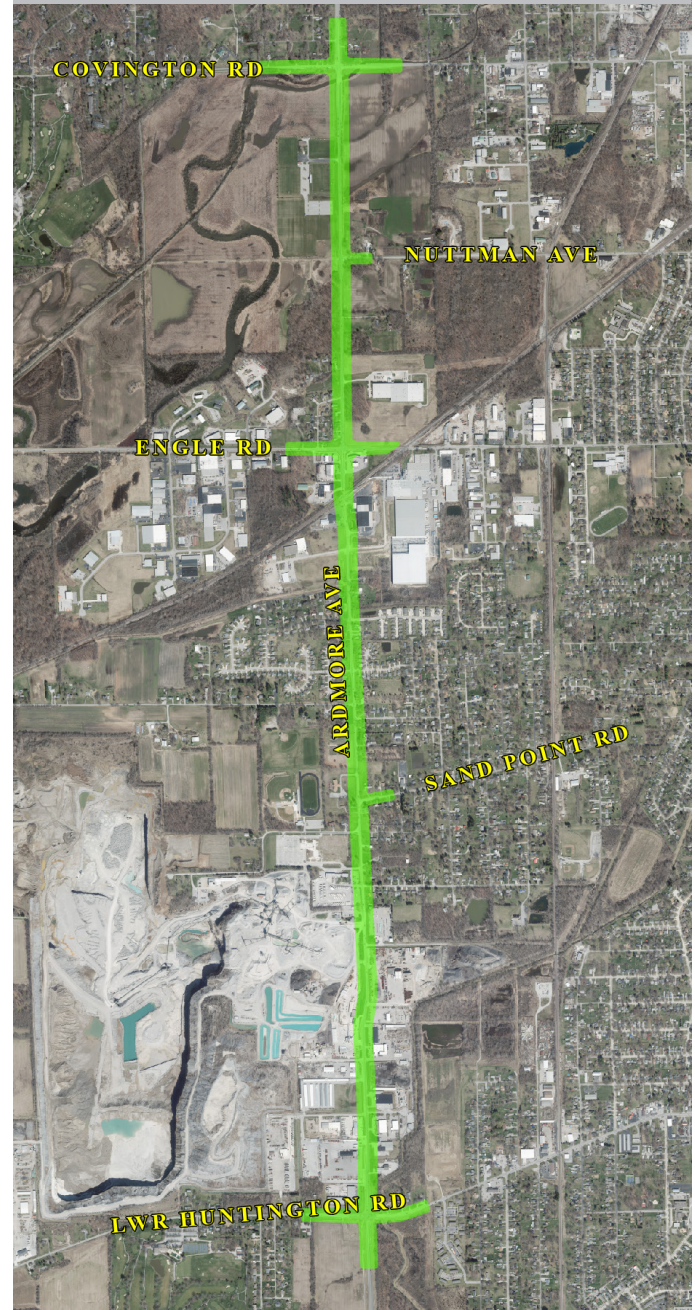
Ardmore Avenue from Covington Road to Lower Huntington Road

- This is a road reconstruction and widening project: from two lanes to a four/five lane roadway with pedestrian facilities
- City of Fort Wayne is the sponsor
- Design of the project will start in FY2025
- Right of Way acquisition is scheduled to begin in FY2028
- Construction will be in three phases
 - i. Phase 1 Covington Road to s/o Engle Road scheduled for FY2032
 - ii. Phase 2 s/o Engle Road to s/o Sand Point Road (south) scheduled for FY3034

iii. Phase 3 s/o Sand Point Road (south) to Lower Huntington Road scheduled for fiscal year 3036

- Total cost of the project is estimated at \$29,000,000

Ardmore Ave - Covington Rd to Lower Huntington Rd

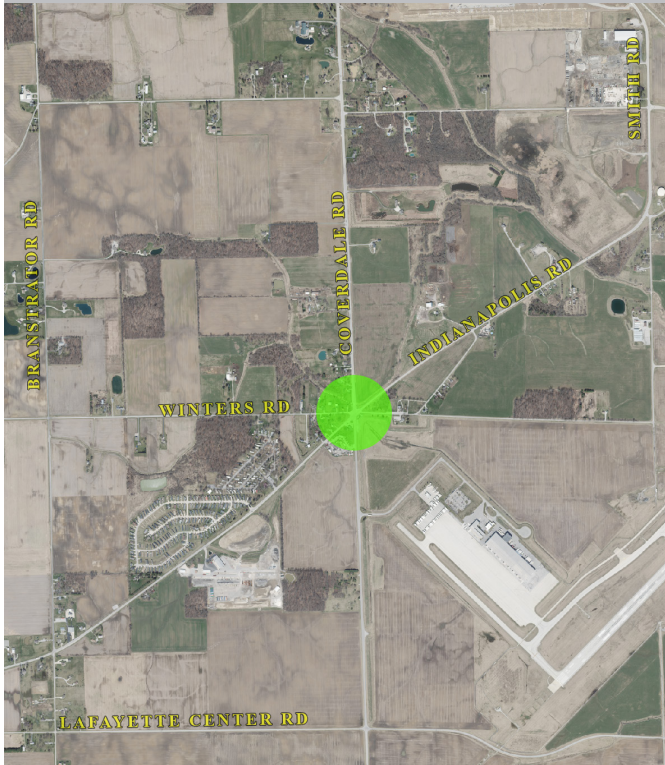


Coverdale Road at Indianapolis Road & Winters Road

- This is an intersection improvement/roundabout project
- Allen County is the sponsor

- Design of the project will start in FY2024
- Right of Way acquisition is scheduled for FY2025
- Construction is scheduled for FY2027
- The total cost of the project is estimated at \$5,000,000

Coverdale Rd at Indianapolis Rd and Winters Rd



Gump Road at SR 3/Lima Road

- This project is a pedestrian bridge over SR 3/ Lima Road
- Town of Huntertown is the sponsor
- Design of the project will start in FY2027
- Right of Way acquisition is scheduled for FY2028
- Construction is scheduled for FY2031
- The total cost of the project is estimated at \$12,000,000

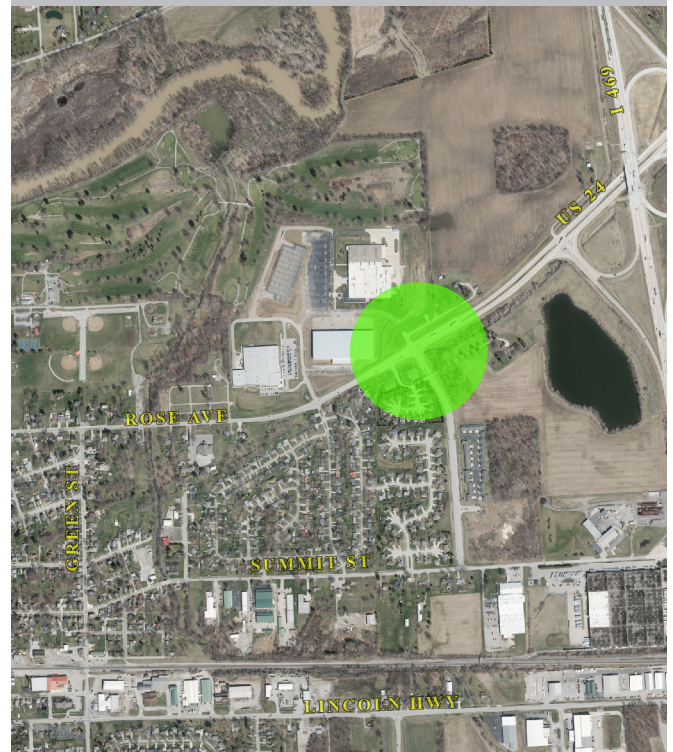
Rose Avenue at Linden Road

- This is an intersection improvement/roundabout project
- City of New Haven is the sponsor
- Design of the project will start in FY2024
- Right of Way acquisition is scheduled for FY2026
- Construction is scheduled for FY2028
- The total cost of the project is estimated at \$5,000,000

Gump Rd at SR 3



Rose Ave at Linden Rd



Prior to the approval of the FY2024-2028 TIP a Transportation Open House and Public Comment Period occurred. This year the public comment period ran from April 5 to May 5, 2023. The open house was

held on April 26, 2023 in the Omni Room of Citizens Square. The public and media were invited to the open house and were encouraged to comment. Approximately 500 notices were sent to neighborhood association members, community groups, previous participants, and media about the open house and public comment period. This year at the open house we had a good number of attendants and received around 20 comments. The comments and responses can be found in Appendix A of the FY2024-2028 TIP. The FY2024-2028 TIP was approved by the Urban Transportation Advisory Board (UTAB) on May 16, 2023. The TIP has been submitted to Federal Highway (FHWA), Federal Transit (FTA), and INDOT for approval. Anticipated approval from these groups is expected sometime in the next few months.

Intersection Analysis

NIRCC receives requests from the City of Fort Wayne, Allen County Highway Department, and Indiana Department of Transportation to conduct intersection analyses/evaluations. As part of the analysis NIRCC looks at determining Level of Service (LOS) and delays during the AM & PM peaks. In some instances, signal or multi-way stop warrants analyses are completed when requested. The warrant analysis is based on the criteria listed in the Manual on Uniform Traffic Control Devices (MUTCD) 2010 edition.

Level of Service (LOS) is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. LOS is based upon the average stopped delay per vehicle for various movements within the intersection. LOS is defined alphabetically, A through F, where A indicates the best LOS and F indicates the worst LOS. LOS "A" describes operations with very low delays; most vehicles do not stop at all. LOS "C" describes operations with longer delays, stopping vehicles are significant but many still pass through without stopping. LOS "F" describes operations with delays unacceptable to most drivers and that the intersection is exceeding capacity. NIRCC uses Synchro 11 software to analyze the data to get the LOS and average vehicular delay.

Intersections must meet one or more of the primary volume signal warrants or both multi-way stop warrants as described in the Manual on Uniform Traffic Control Devices to see if a signal or multi-way stop is needed. For signal warrants, the analysis conducts warrants on total vehicular volume of an intersection, the interruption of continuous traffic flow on the major street, and a combination of the two. These warrants must average the minimum volumes listed for eight hours during an average day. For multi-way stop warrants, the analysis conducts warrants that relate to an interim measure when signal warrants are met, crash history, minimum volumes and delays, and a combination of the these.

This is a list of intersections that were processed so far in FY23 (July 1, 2022, to June 30, 2023). NIRCC evaluated 15 intersections, 9 of which are signalized intersections and 6 un-signalized intersections. Included in the 6 unsignalized intersections are 6 warrant analyses to determine if signals or multi-way stops are warranted.

Warrant Analysis:

1. Coldwater Road / Edenbridge Boulevard / Falcon Creek Parkway
 - The intersection was counted for 12 hours, and signal warrants were checked. The conclusion of the review is that the intersection does not meet signal warrants.
2. Huguenard Road / Ludwig Road
 - The intersection was counted for 12 hours, and signal warrants were checked. The conclusion of the review is that the intersection does not meet signal warrants.
3. Maplecrest Road / Parrott Road:
 - The intersection was counted for 12 hours, and signal warrants were checked. The conclusion of the review is that the intersection does not meet signal warrants.
4. Notestine Road / Wheelock Road:
 - The intersection was counted for 12 hours, and multiway stop warrants were checked. The conclusion of the

review is that the intersection does not meet multiway stop warrants.

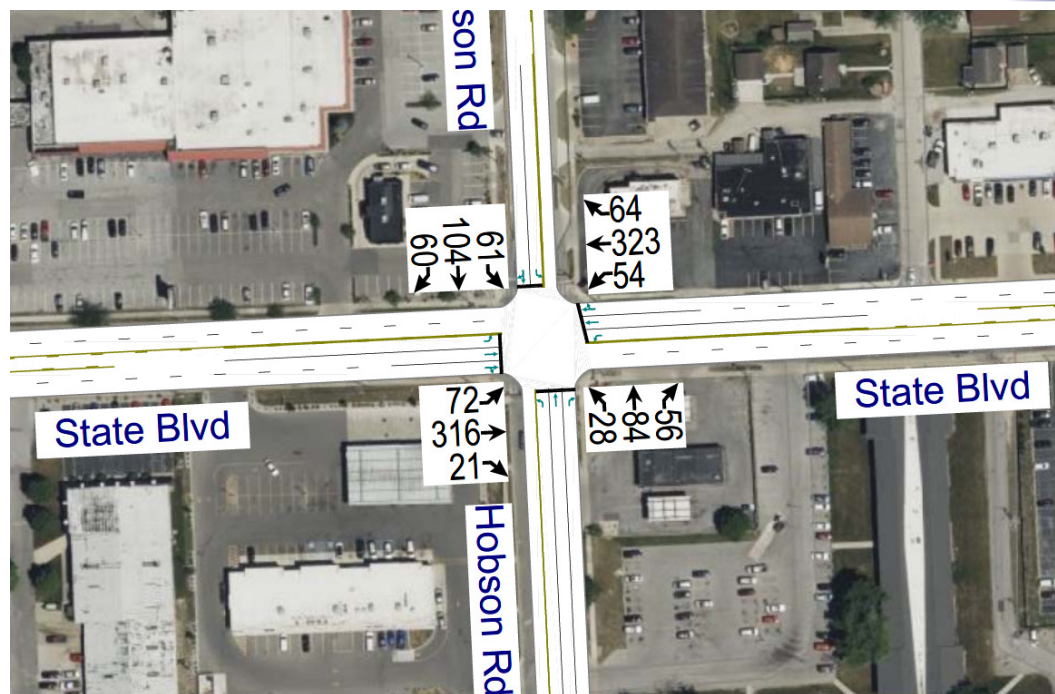
5. Paulding Road / Wayne Trace:

- The intersection was counted for 12 hours, and signal warrants were checked. The conclusion of the review is that the intersection does not meet signal warrants.

6. Progress Road / Value Drive:

- The intersection was counted for 12 hours, and signal warrants were checked. The conclusion of the review is that the intersection does not meet signal warrants.

Below is an example of the Hobson Rd @ State Blvd intersection analysis results. The intersection was counted on 7/27/22, from 7AM to 7 PM. The LOS during the am and pm peak was a LOS of "C" with an average vehicle delay of 21.9 sec/vehicle during the am peak and 29.7 sec/vehicle during the pm peak.



**Hobson Rd @ State Blvd
Morning Peak
Volumes**



**Hobson Rd @ State Blvd
Afternoon Peak
Volumes**

Allen County Comprehensive Safety Action Plan

NIRCC has completed a Comprehensive Safety Action Plan (CSAP) for Allen County. The plan was approved by the Urban Transportation Advisory Board (UTAB) on May 16, 2023. NIRCC worked with local stakeholders to develop a process and strategy to complete the necessary elements of the plan. It is a systemic analysis of all public roadway crashes in Allen County from 2018-2022. The CSAP also includes a Toward Vision Zero policy that was approved by UTAB. This policy establishes a goal to reduce fatal and serious injury crashes over the next 20 years by 50 percent.

The plan provides a summary of NIRCC’s Safety Management System and provides emphasis areas that have been identified through the process. Much of the focus in the plan involves the data. The 2018-2022 crash data was utilized to determine crash factors related to all fatal and serious injury crashes. The crash data was analyzed using geographical information system spatial analysis tools. All crash locations that resulted in a fatal or serious injury crash were extracted from the data and mapped. During the 5 year period being analyzed, NIRCC found that 6.59 percent of all public road crashes resulted in fatal or serious injury. These identified crashes were then reviewed by crash type and primary contributing factor.

The two primary crash types identified were right angle crashes and ran off roadway crashes. An analysis for each of these crash types was completed and the identified crashes were mapped to identify the locations experiencing most of these collision types. The primary factors for each of the identified crash types was also reviewed to determine the cause and assist in finding the appropriate corrective actions.

2018-2022 Allen County Collisions by Type

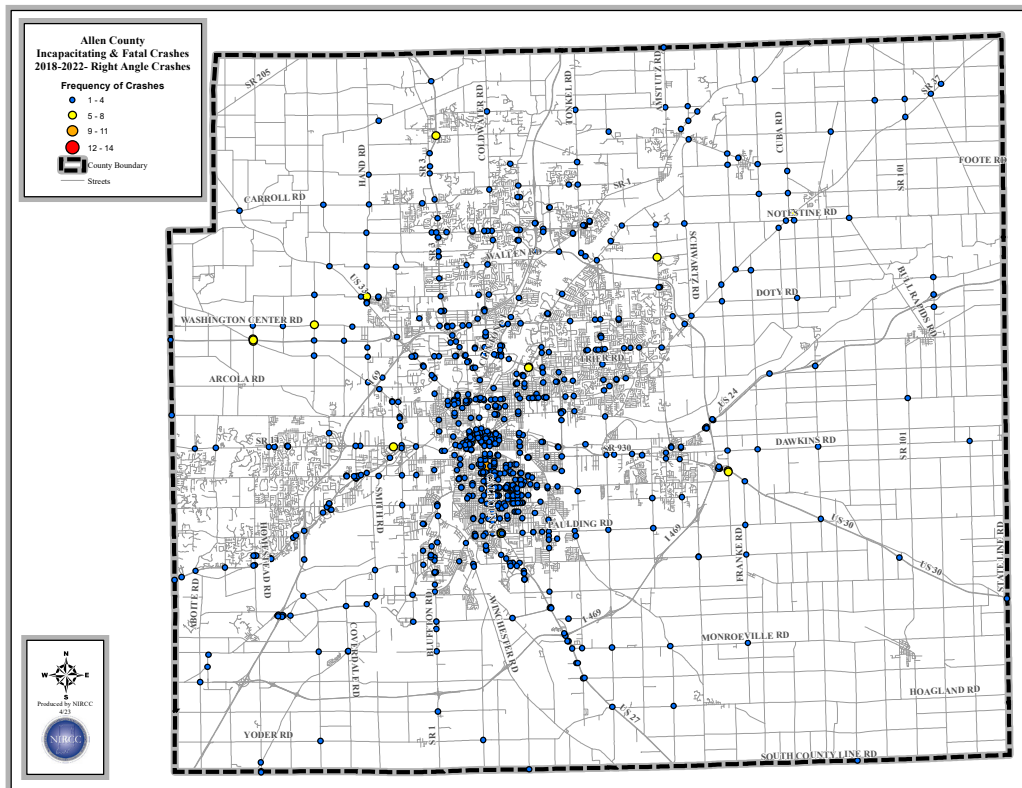
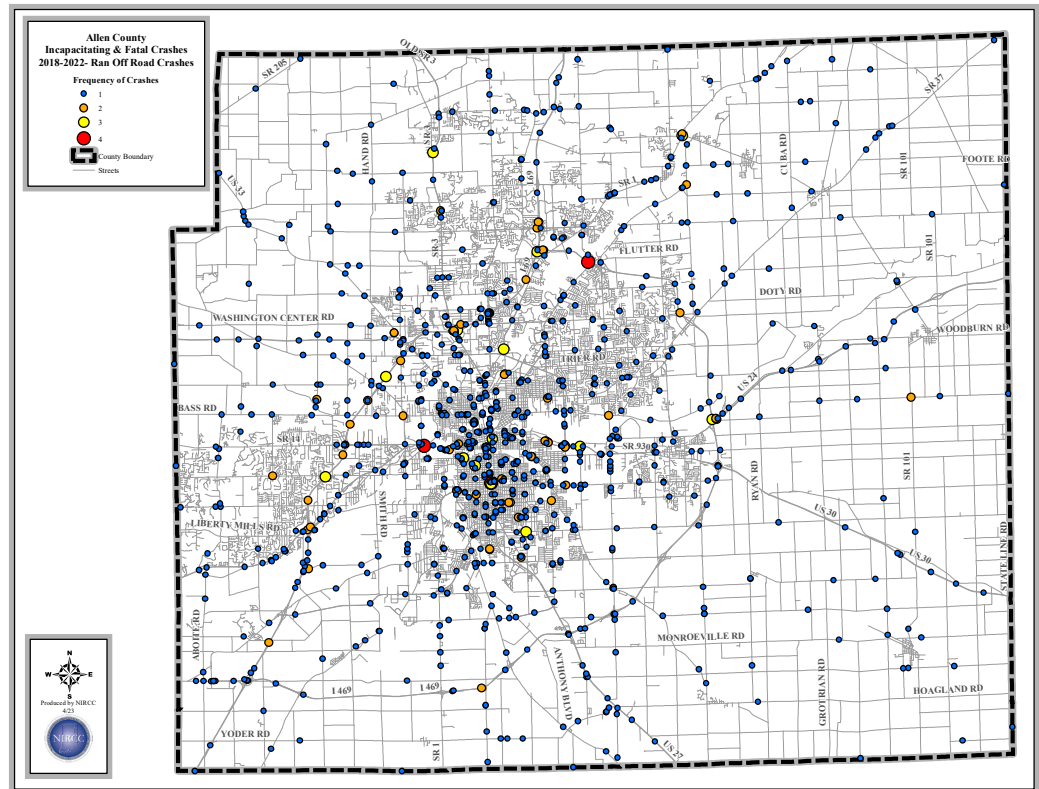
Collision Type	Total
<i>Blank / Not Given</i>	15
Backing Crash	8
Collision with Animal Other	5
Collision with Deer	9
Collision with Object in Roadway	47
Head On Between Two Motor Vehicles	177
Left Turn / Left Turn Right Turn	549
Non-Collision	63
Opposite Direction Sideswipe	56
Other - Explain In Narrative / Blank	186
Ran Off Road	851
Rear End	691
Rear to Rear	1
Right Angle	1010
Right Turn	55
Same Direction Sideswipe	156

The plan also addressed improvements in roadway safety for vulnerable roadway users. All of the fatal and serious injury crashes involving pedestrians, pedal cyclists, and animal drawn vehicles were analyzed. These crashes were mapped and countermeasures were included in the plan to assist in reaching the toward vision zero goal.

Two equitable areas were also identified in the plan to address fatal and serious injuries within each identified area. High poverty areas and rural areas were reviewed to determine where these crashes were occurring. Right angle crashes and other intersection related crashes within the high poverty areas were identified while ran off roadway and right angle crashes were also found to contribute in rural areas. The countermeasures provided in the plan focused on these crash types that were found within both equity analysis areas.

A listing of countermeasures that include both approved federal and state actions as well as recommended local actions were included in the plan. These will be initiated through various projects over the next 20 years to meet

2018-2022 Allen County Incapacitating and Fatal "Ran Off Road" Collisions

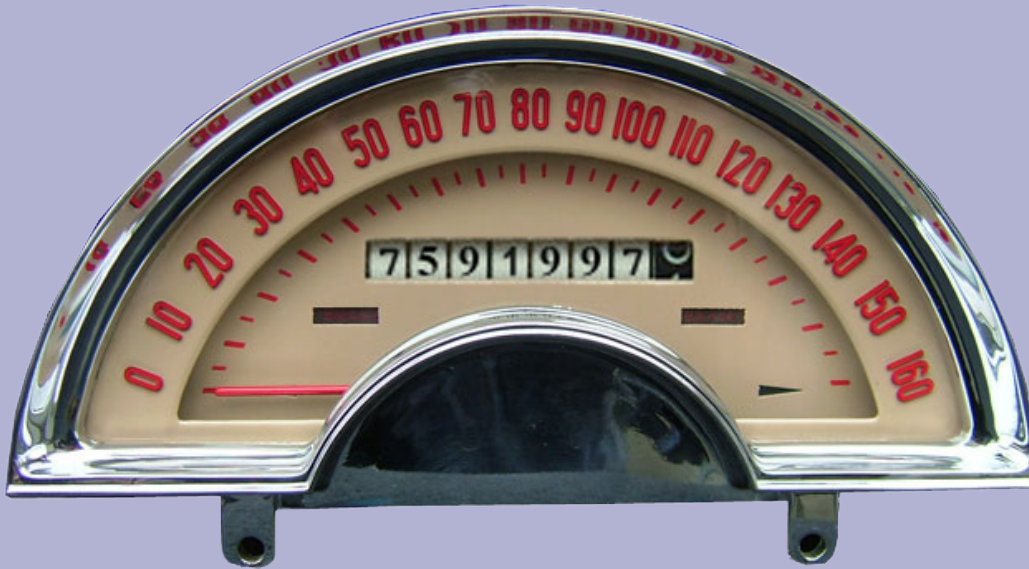


2018-2022 Allen County Incapacitating and Fatal "Right Angle" Collisions

our policy goal. A listing of projects is also included in the plan with estimated implementation year that will aid in reducing fatal and serious injury crashes in the future.

The 2023 Allen County Comprehensive Safety Action Plan is available on NIRCC's website at: <https://www.nircc.com/safety.html>.

Vehicle Miles of Travel



NIRCC has completed the Vehicle Miles of Travel (VMT) report for 2022. In 2022 there were 7,591,997 vehicle miles traveled. This is 0.89% lower than in 2021 (7,660,286 Vehicle Miles of Travel).

To calculate VMT statistics NIRCC utilizes traffic count data collected throughout the year. In 2022, approximately 624 locations were counted throughout Allen County. NIRCC also collects count data for other counties. NIRCC counted approximately 366 locations in Wells County and approximately 258 locations in Adams County and approximately 125 locations in Huntington County. NIRCC plans on working in Allen County, DeKalb County, and Whitley County for the 2023 traffic counting program.

2045 Transportation Plan Update continued...

projects included in the plan must be financially feasible. Instead of a wish list of projects, the 2045 Transportation Plan represents what the cities/counties can afford to build in the next 22 years.

A complete and comprehensive review of previous transportation plans was undertaken as a component of the 2045 Transportation Plan update. Each project was scrutinized on its own merit as well as its ability to contribute to the efficiency of the plan. The plan represents a cooperative effort by the state, local governments, public transportation, and area residents. The draft of the 2045 Transportation Plan update is currently out for public review and comment, the comment period is running from June 6, 2023 through July 5, 2023. The draft plan can be accessed on NIRCC's website. www.nircc.com/transportation-plans.html

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