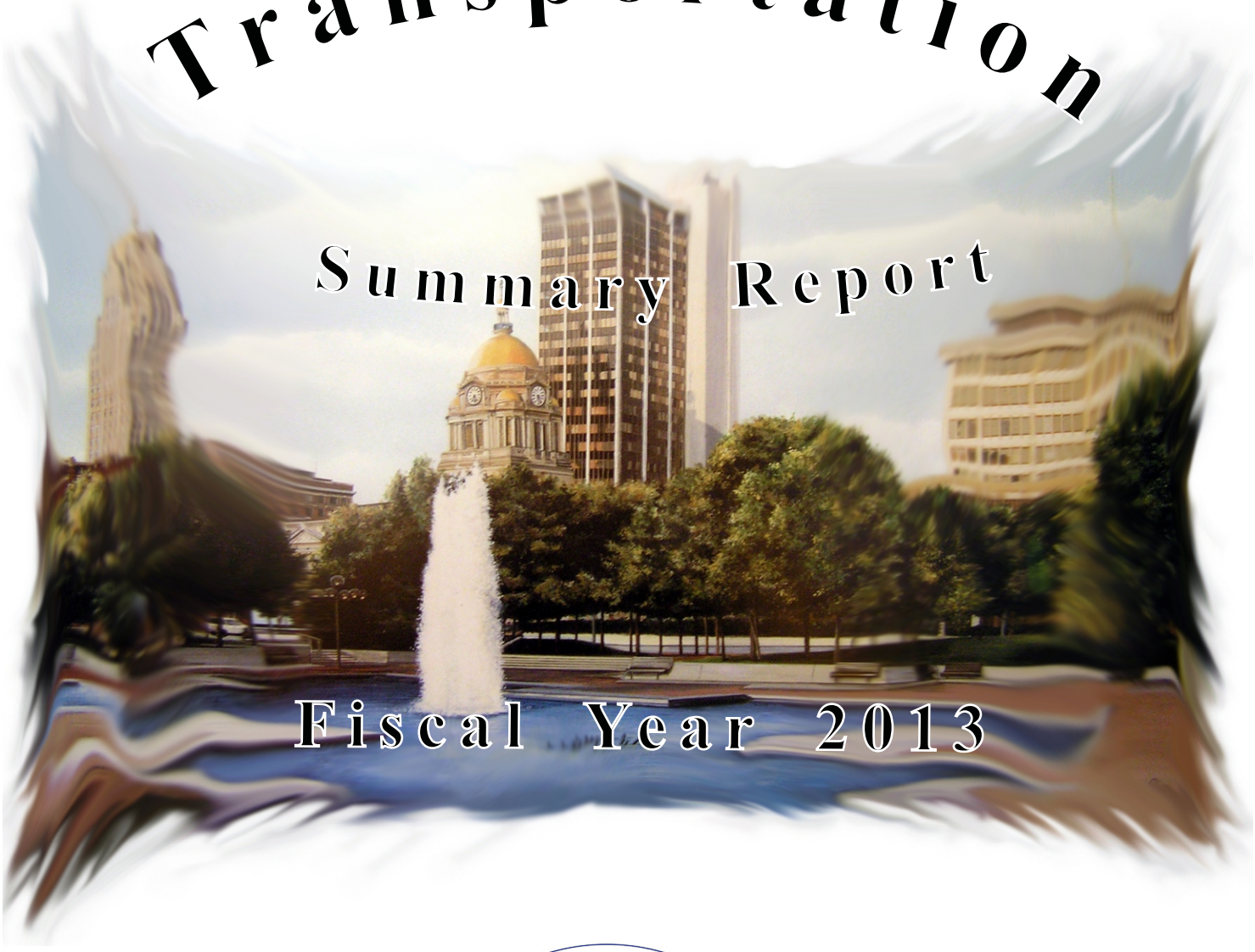
Transportation



Summary Report

Fiscal Year 2013

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 2013. 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, intersection and arterial analyses, corridor studies, travel time and delay studies, Fiscal Year 2014-2017 Transportation Improvement Program (TIP) Projects for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area, quarterly review, ADA transition plans, Safety Management System (SMS) activities, congestion management, bicycle/pedestrian planning activities, 2035 Transportation Plan, and transit planning.

Traffic Surveillance

Studies completed by the Northeastern Indiana Regional Coordinating Council

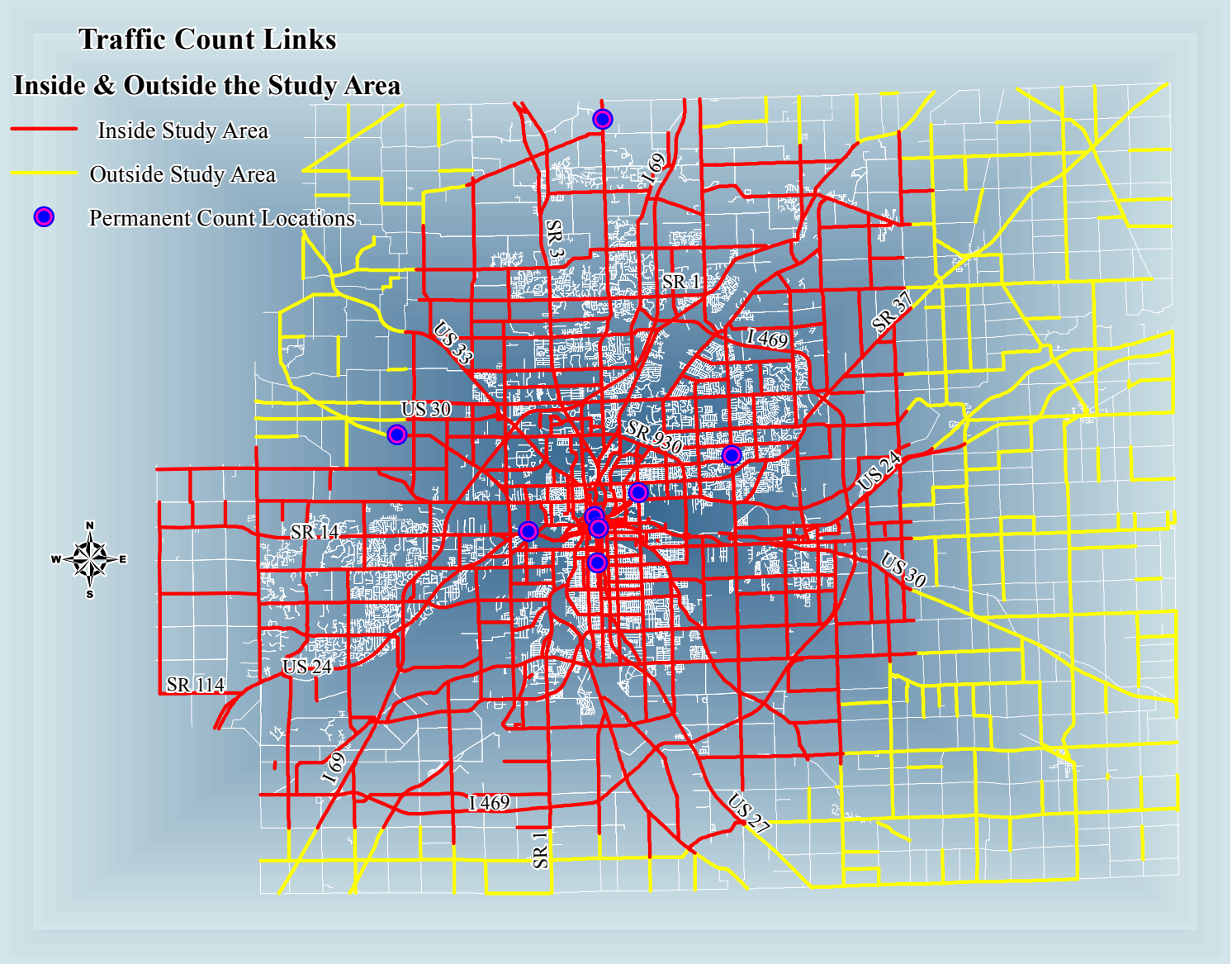
Transportation Summary Report Fiscal Year 2013

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 areas of Fort Wayne and Allen County. The Indiana Department of Transportation (INDOT) maintains permanent

Figure 1



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 to determine because traffic volumes vary from one season to another for various reasons. Weather conditions, construction, economic activities and school/work schedules

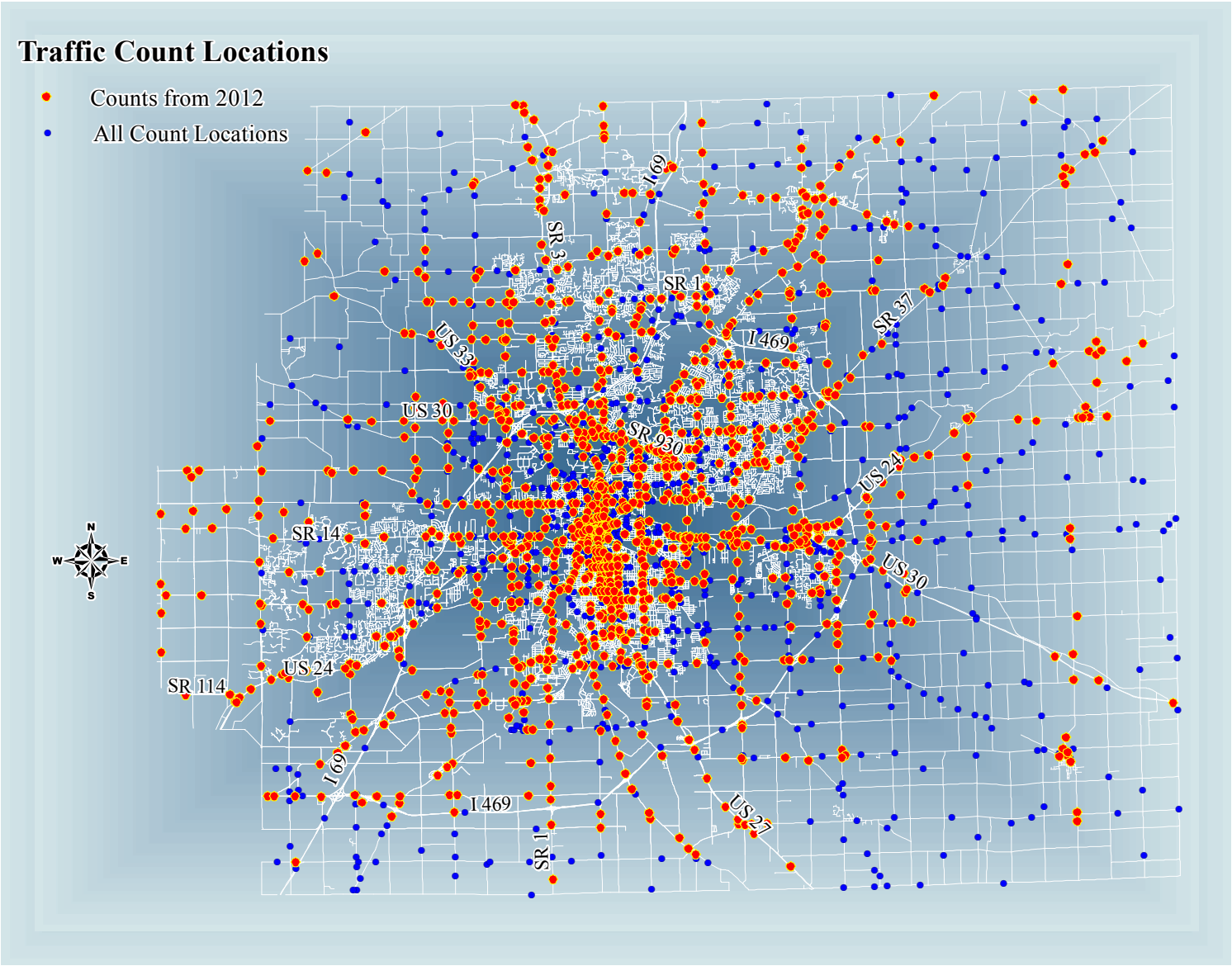


Figure 2

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 2012 (February - December), data was collected at 1,114 locations, as illustrated in Figure 2. Out of the 1,114 Counts, 229 locations were State Counts which are collected throughout the county and reported to INDOT. 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 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.

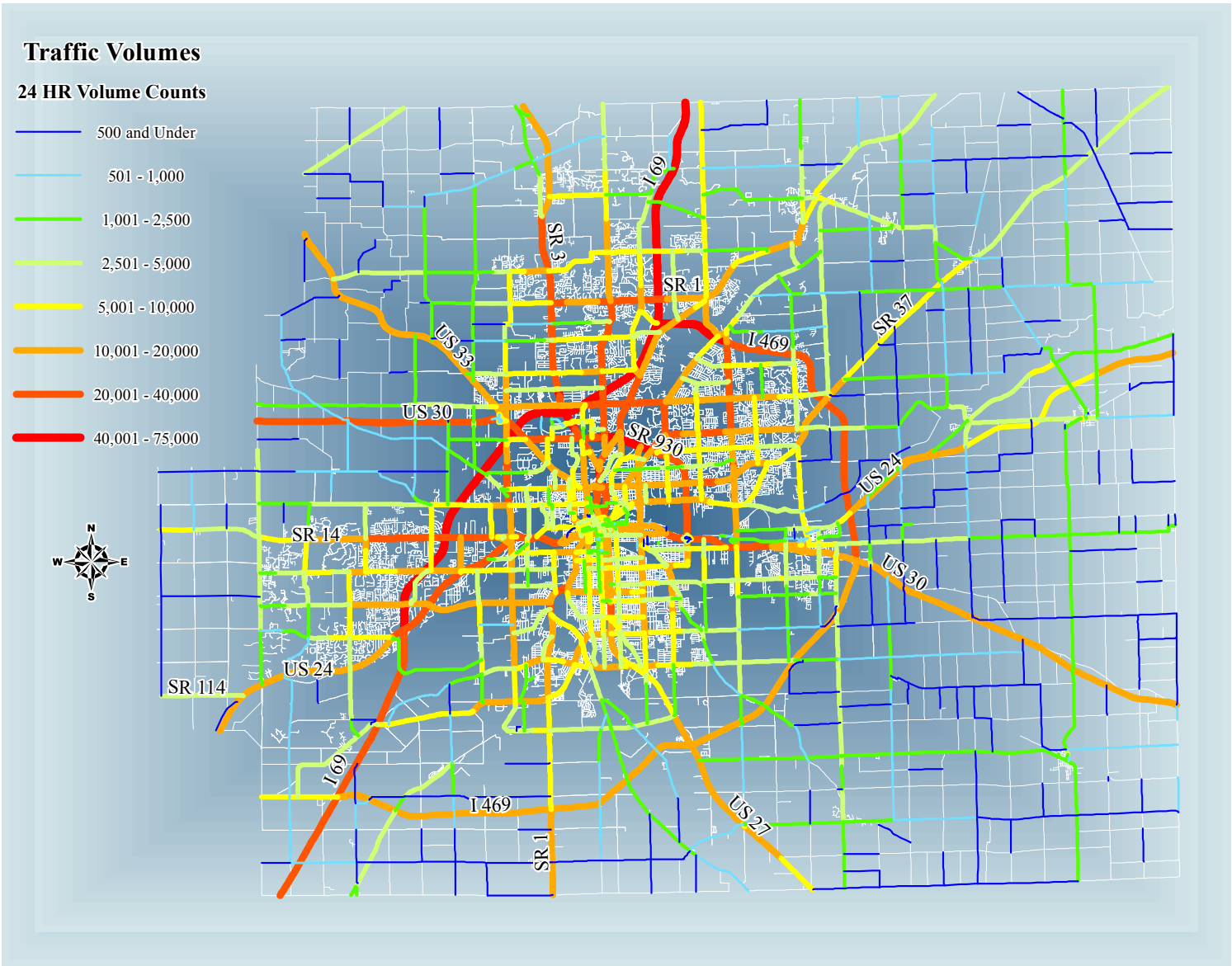


Figure 3

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

Vehicle Miles of Travel

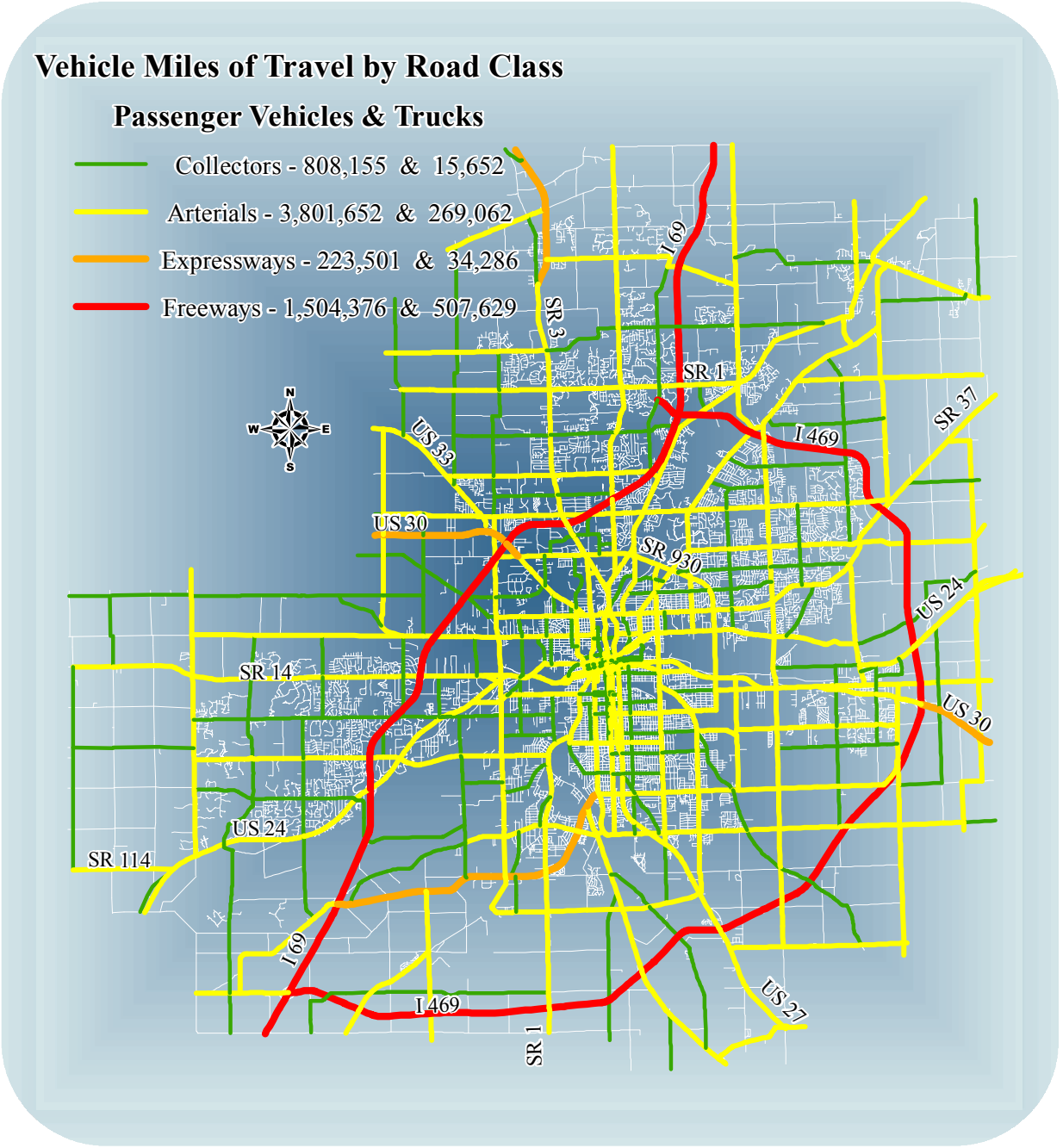
Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2013

VEHICLE MILES OF TRAVEL

The purpose of the vehicle miles of travel (VMT) estimate is to provide a measurement of regional traffic growth. The VMT estimate incorporates several factors that influence quality of travel within a region including traffic volume, length and type of roadway facility, seasonal traffic variations, and vehicle types. The VMT estimate has been published annually for the region beginning in Fiscal Year 1986. With each annual estimate, NIRCC staff has attempted to improve its sampling and analytical skills to produce the most reliable estimate possible. Region wide, vehicle miles of travel increased from 7,164,314 million in 2011 to 7,234,999 million in 2012. This represents an increase of 0.99 percent. The VMT increased on arterial streets (2.06%), decreased on collector streets (-0.50%), and decreased on expressways (-3.52%) from 2011. The VMT is illustrated for 2012 in Figure 4.

Figure 4



The changes in VMT from year to year can be attributed to a number of possibilities. The most evident reason for VMT changes can be accredited to the increase or decrease in the amount of travel. Other factors that can affect the increase or decrease in VMT can include the price of gasoline, unemployment rates, automobile operating costs, and weather.

The bar chart shown in Figure 5 displays the annual VMT estimates for the ten year time period spanning from 2002 to 2012 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 ten year period but a significant increase since the inception of VMT in 1986. The VMT is anticipated to level out or continue to slightly increase. Even though gas prices and economic hardships may slightly change the growth patterns of VMT, there still seems to be factors that will continue to keep the VMT increasing a little even though some years experienced a slight decrease. These factors include an increase in automobile ownership per family, the spread of development, suburb to suburb travel, a rise in the percentage of two-income families, and other lifestyle changes.

Figure 5

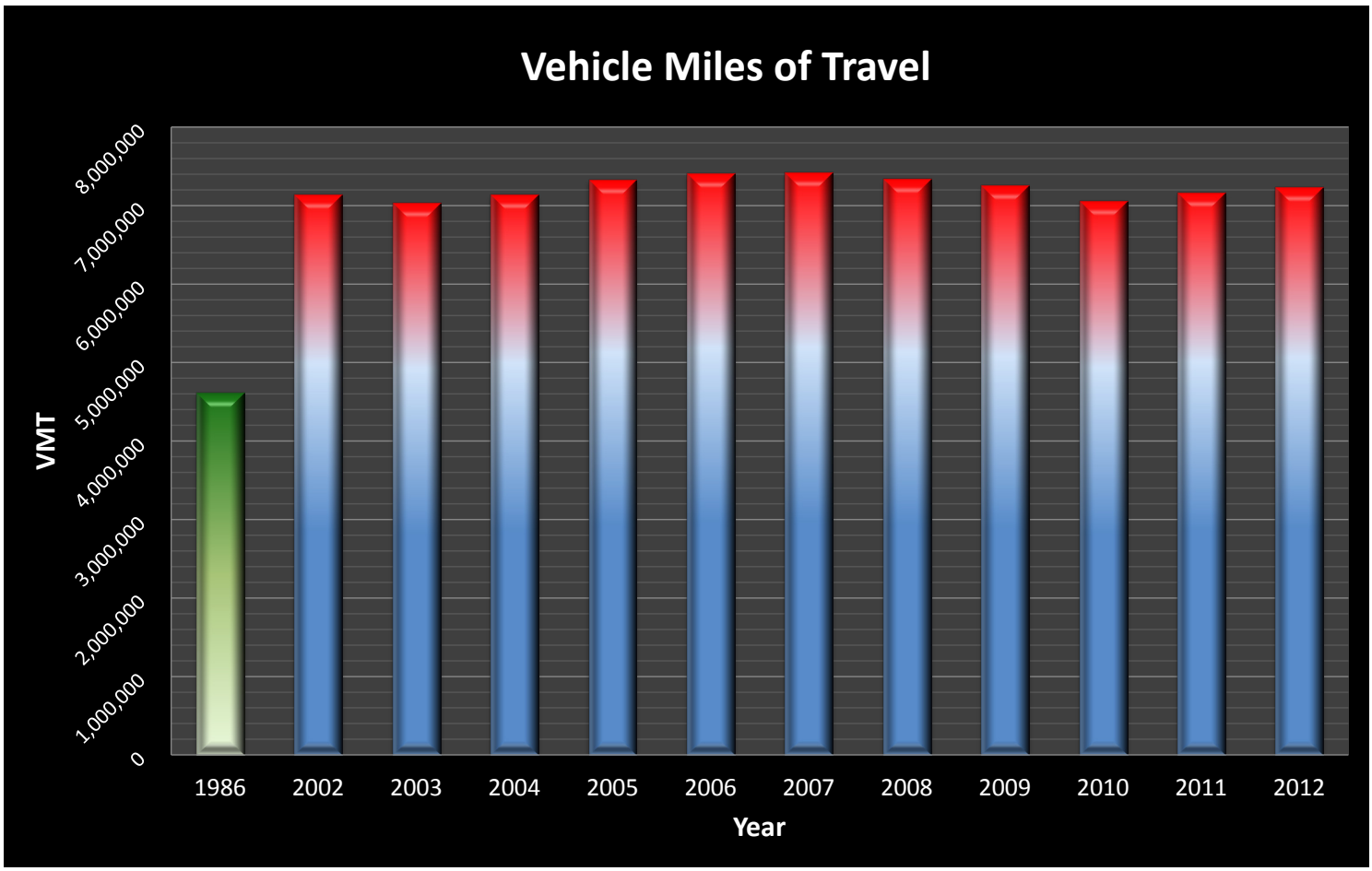


Figure 6 presents three pie charts that represent the proportions of VMT by street classification for the years 1986, 2002, and 2012. As you can see, the proportions of traffic in 1986 are different compared to the proportions of traffic in 2002 and 2012. Freeway traffic increased significantly while 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.

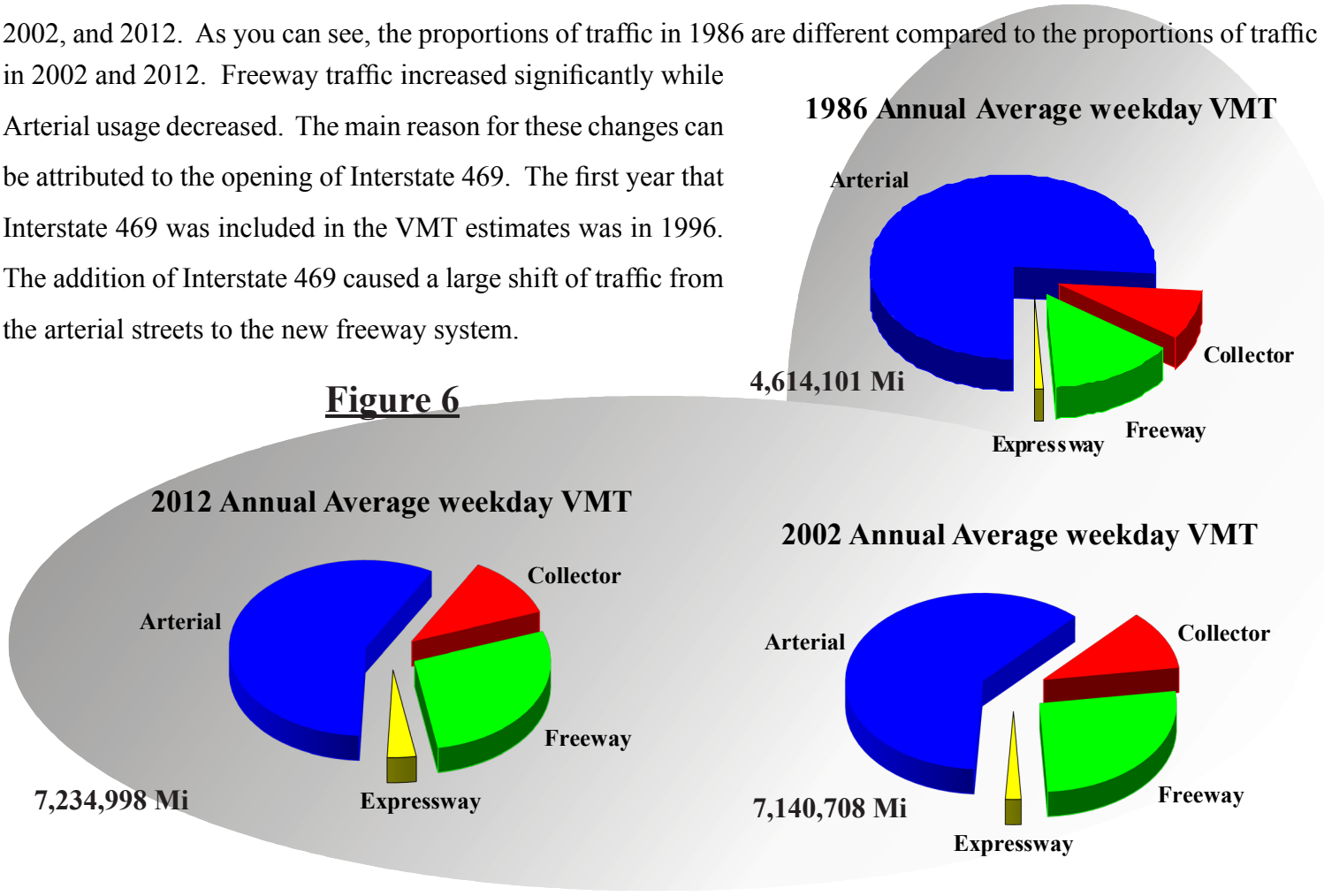


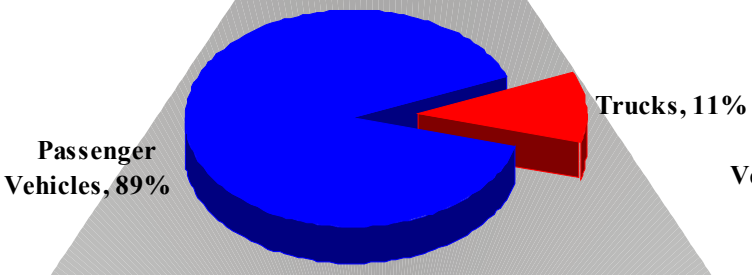
Figure 6

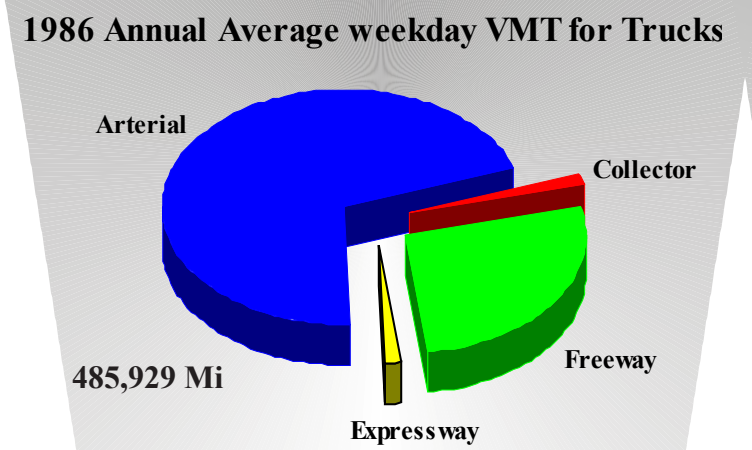
The VMT is also broken down to show the annual average VMT for passenger vehicles and trucks. The pie charts contained in Figure 7 illustrate the VMT for 1986 and 2012. The proportion of truck traffic compared to passenger vehicle traffic is almost identical in 1986 and 2012. A further breakdown of the proportionate usage of passenger vehicles versus trucks on the different road classifications shows some interesting differences between 1986 and 2012. 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 2012 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 2012. The utilization of the freeway system has alleviated a significant amount of truck traffic from the arterials.

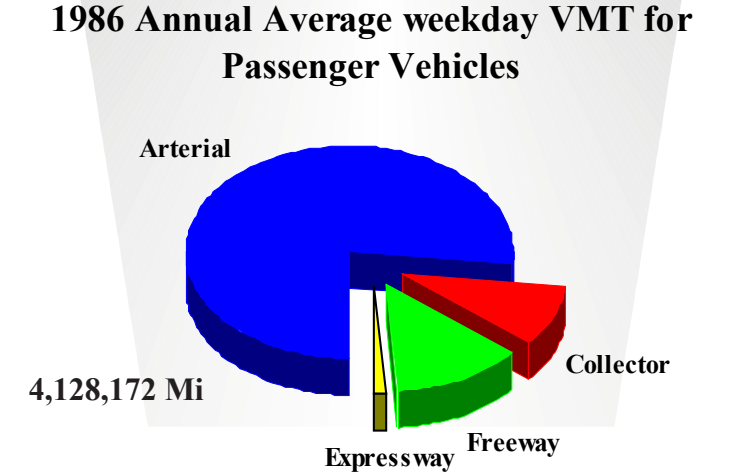
The pie charts contained in Figure 8 illustrate the proportion of passenger vehicle traffic versus truck traffic for each type of road classification. Even though the amounts of truck traffic and passenger vehicle traffic significantly changed

Figure 7

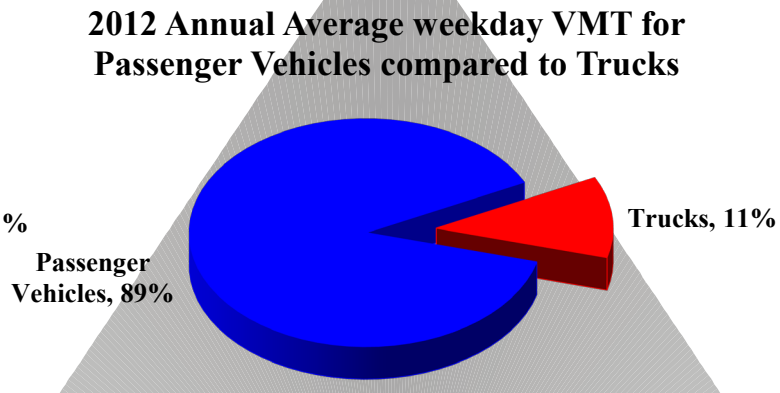
1986

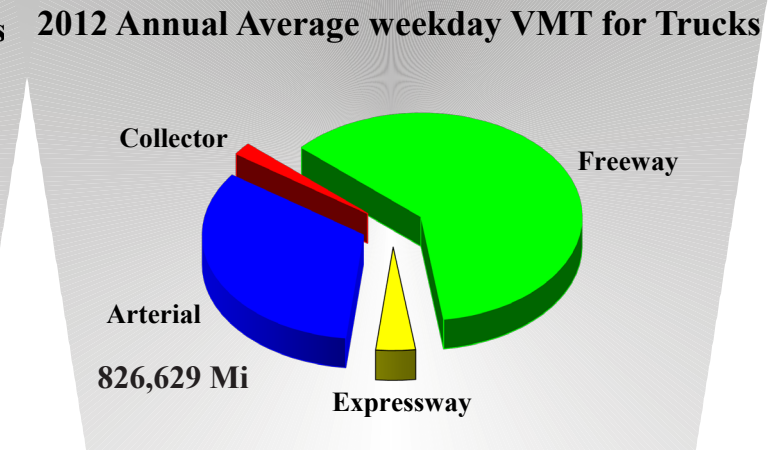


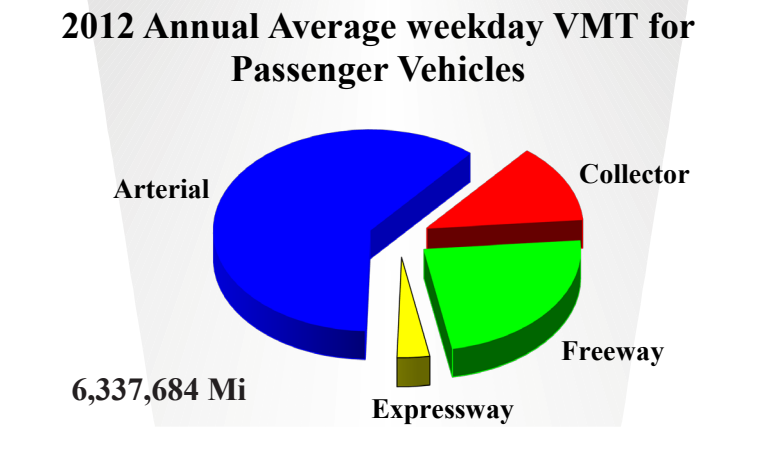




2012





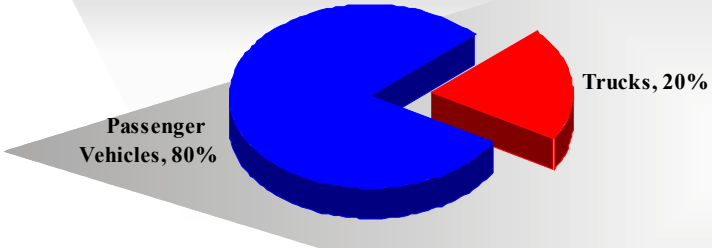


for some of the road classifications, the proportions of passenger vehicles and trucks for each road classification remained very similar between 1986 and 2012.

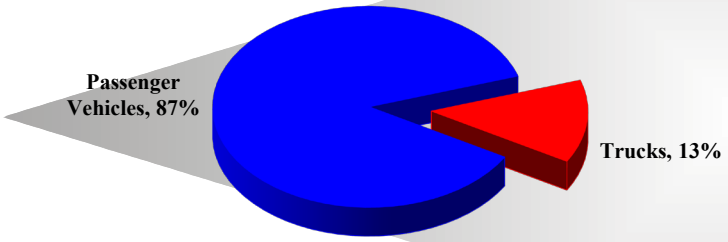
Figure 8

1986

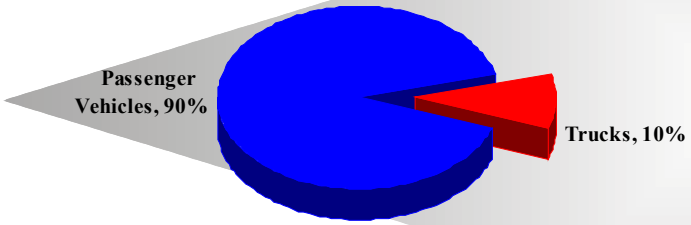
Freeways
Percentage of 1986 Annual Average weekday VMT for Passenger Vehicles compared to Trucks



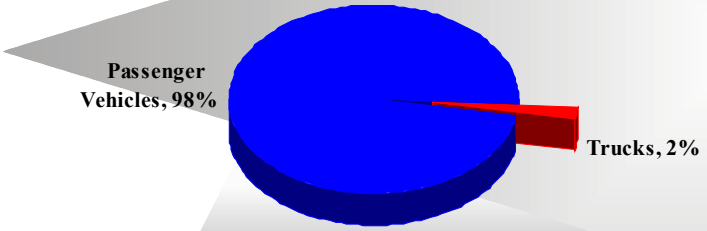
Expressways
Percentage of 1986 Annual Average weekday VMT for Passenger Vehicles compared to Trucks



Arterials
Percentage of 1986 Annual Average weekday VMT for Passenger Vehicles compared to Trucks

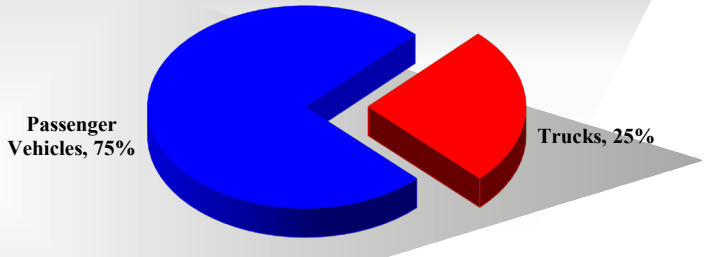


Collectors
Percentage of 1986 Annual Average weekday VMT for Passenger Vehicles compared to Trucks

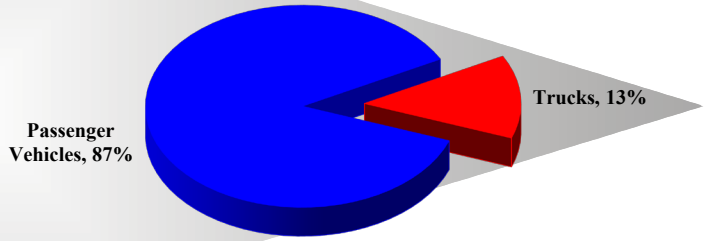


2012

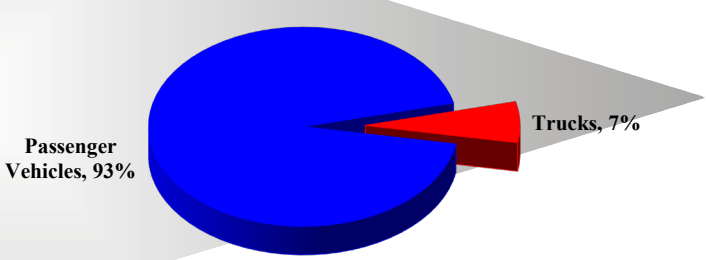
Freeways
Percentage of 2012 Annual Average weekday VMT for Passenger Vehicles compared to Trucks



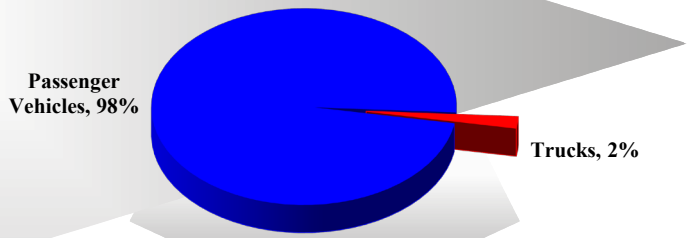
Expressways
Percentage of 2012 Annual Average weekday VMT for Passenger Vehicles compared to Trucks



Arterials
Percentage of 2012 Annual Average weekday VMT for Passenger Vehicles compared to Trucks



Collectors
Percentage of 2012 Annual Average weekday VMT for Passenger Vehicles compared to Trucks



Intersection and Arterial Analysis

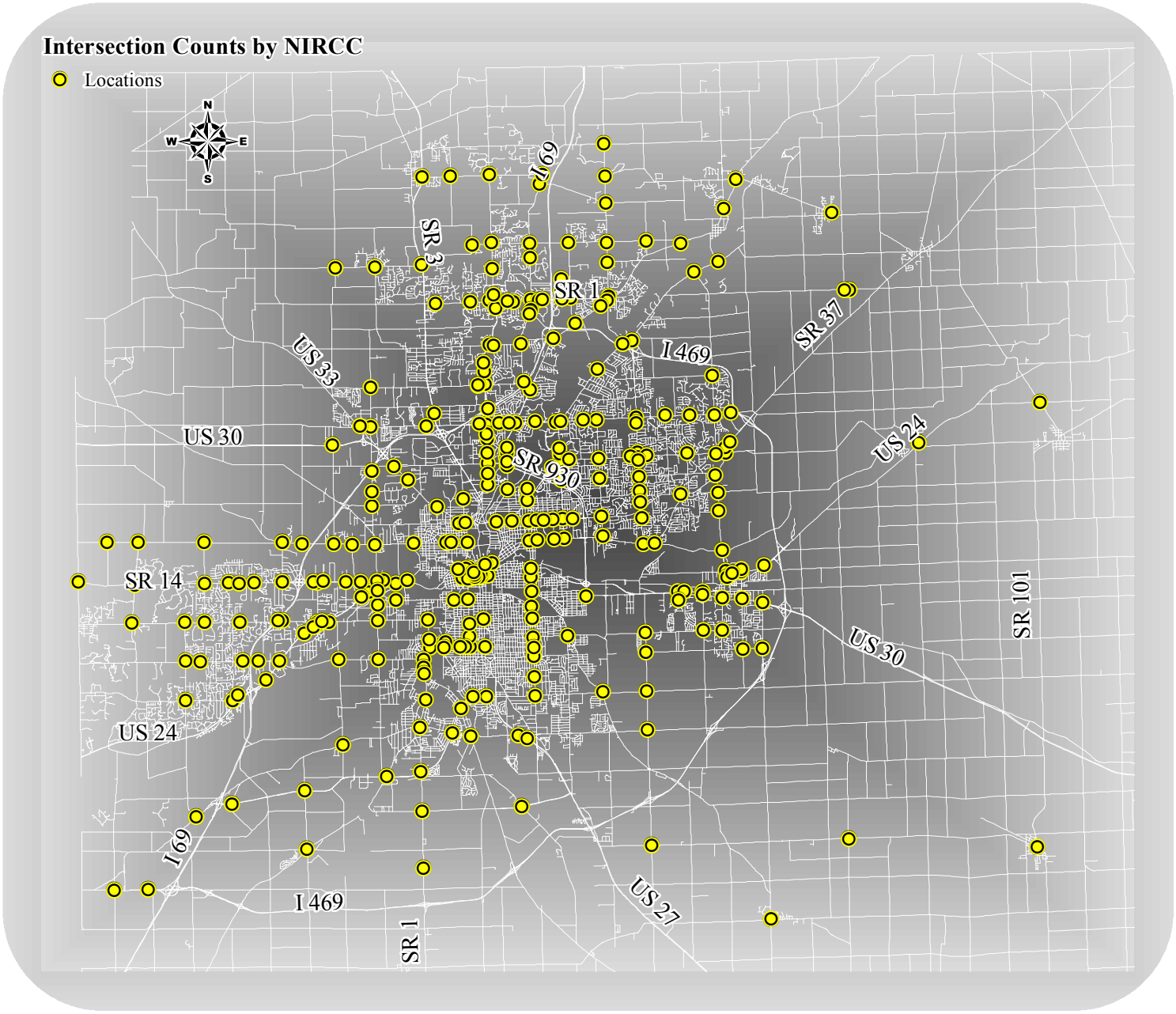
Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2013

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 2013, NIRCC evaluated 10 intersections which are listed in the table contained in Figure 10. Out of these 10 intersections, 6 were signalized and 4 were unsignalized.

Figure 9



The targeted measures of effectiveness for intersections are delay and capacity. The level of service (LOS) of an intersection is defined alphabetically A through F, A being the best LOS and F being the worst. The LOS is based on the average delay (measured in seconds) experienced at an intersection. Level of service cannot be calculated when the volume to capacity ratio (V/C) exceeds 1.2 for an individual group. The level of service for each of the intersections counted in Fiscal Year 2013 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 2013 are illustrated in Figure 15.

Figure 10

Signalized Intersections
• Clay St / Main St
• Landin Rd / Rose Ave
• Maysville Rd / Stellhorn Rd
• New Vision Dr / Parkview Plaza Dr
• Old US 24 / Webster Rd
• Parkview Plaza Dr / Wide Track Dr
Unsignalized Intersections
• Broadway St / Powers St
• Bluffton Rd / McFadden Rd
• Coldwater Rd / Ludwig Rd
• Henry St / Seward St

Figure 11

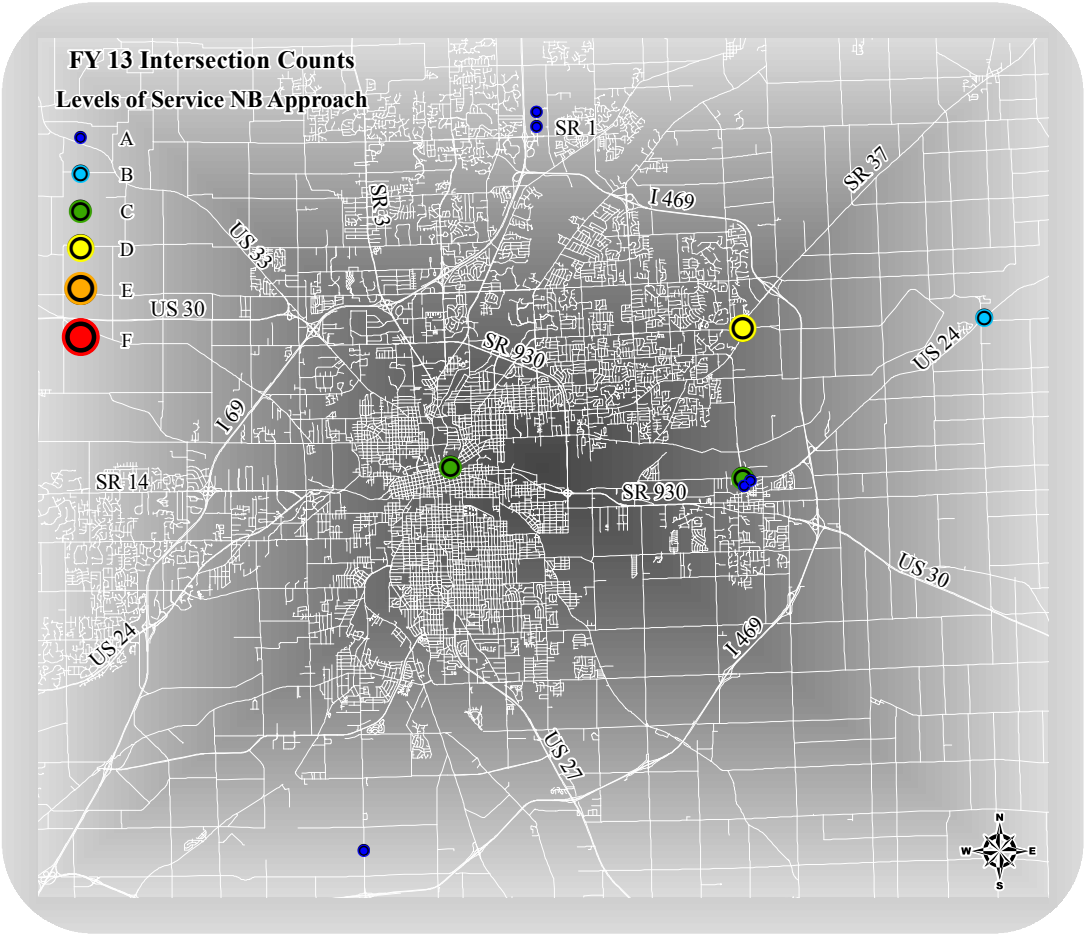
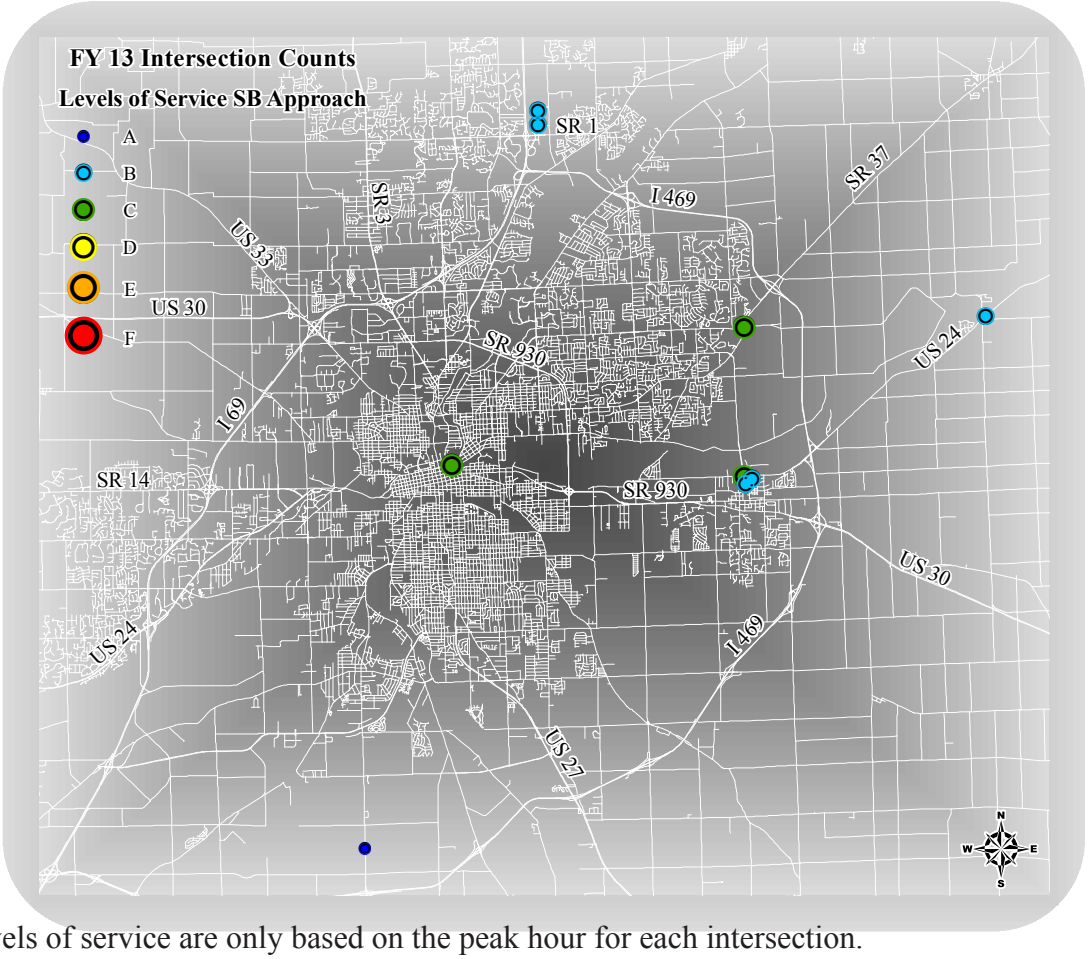


Figure 12



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

Figure 13

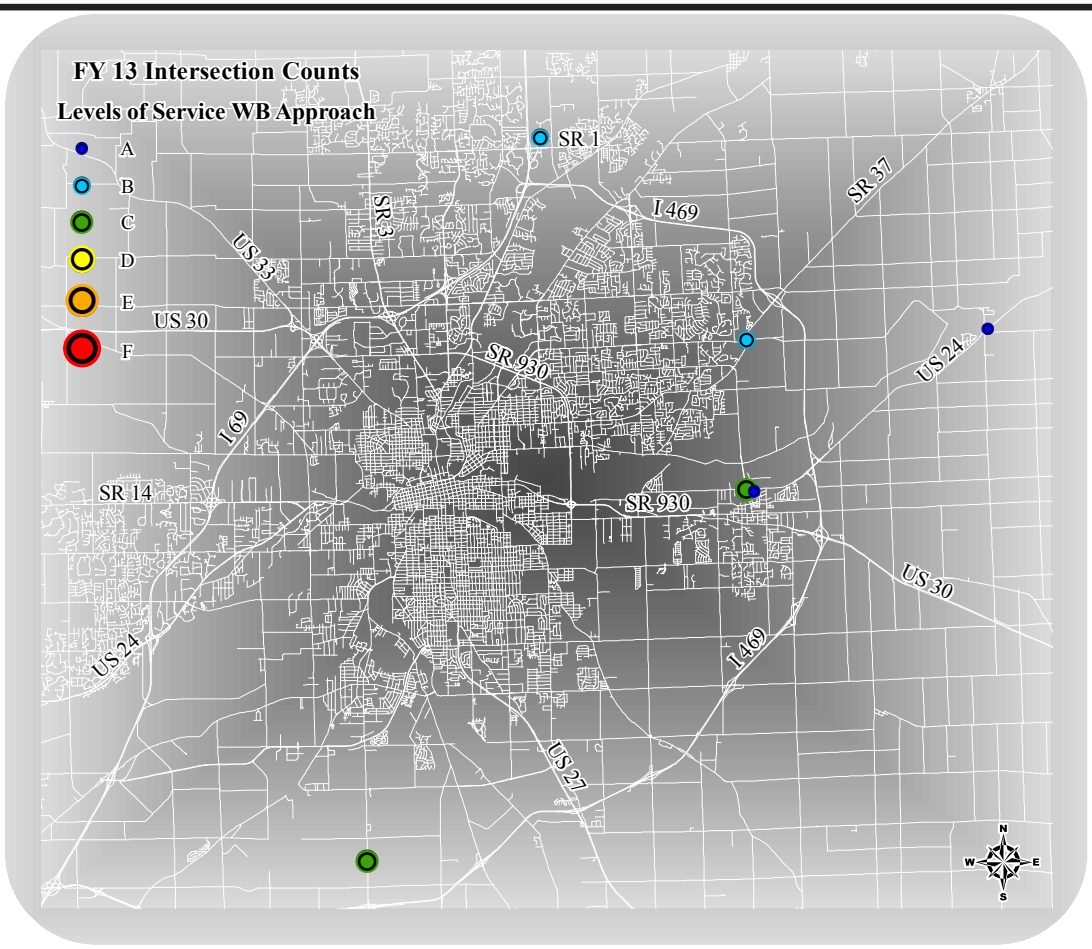
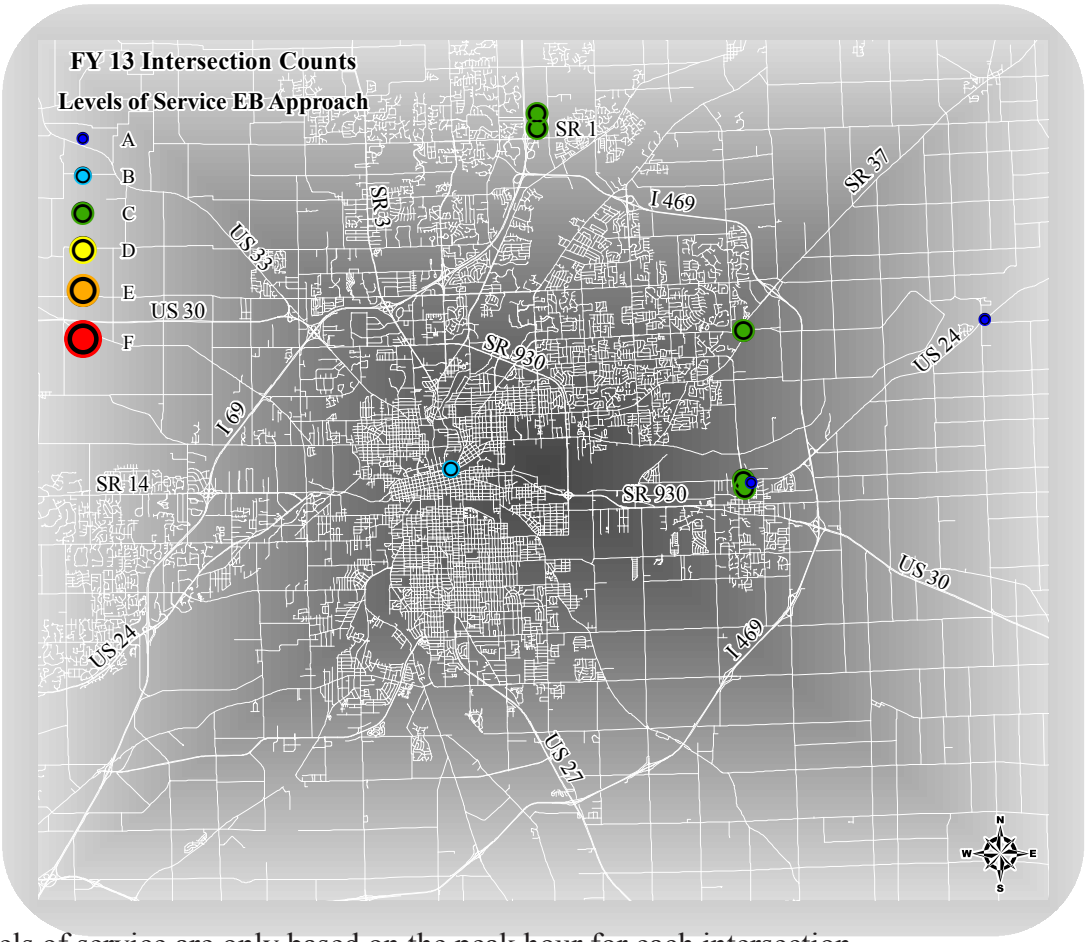
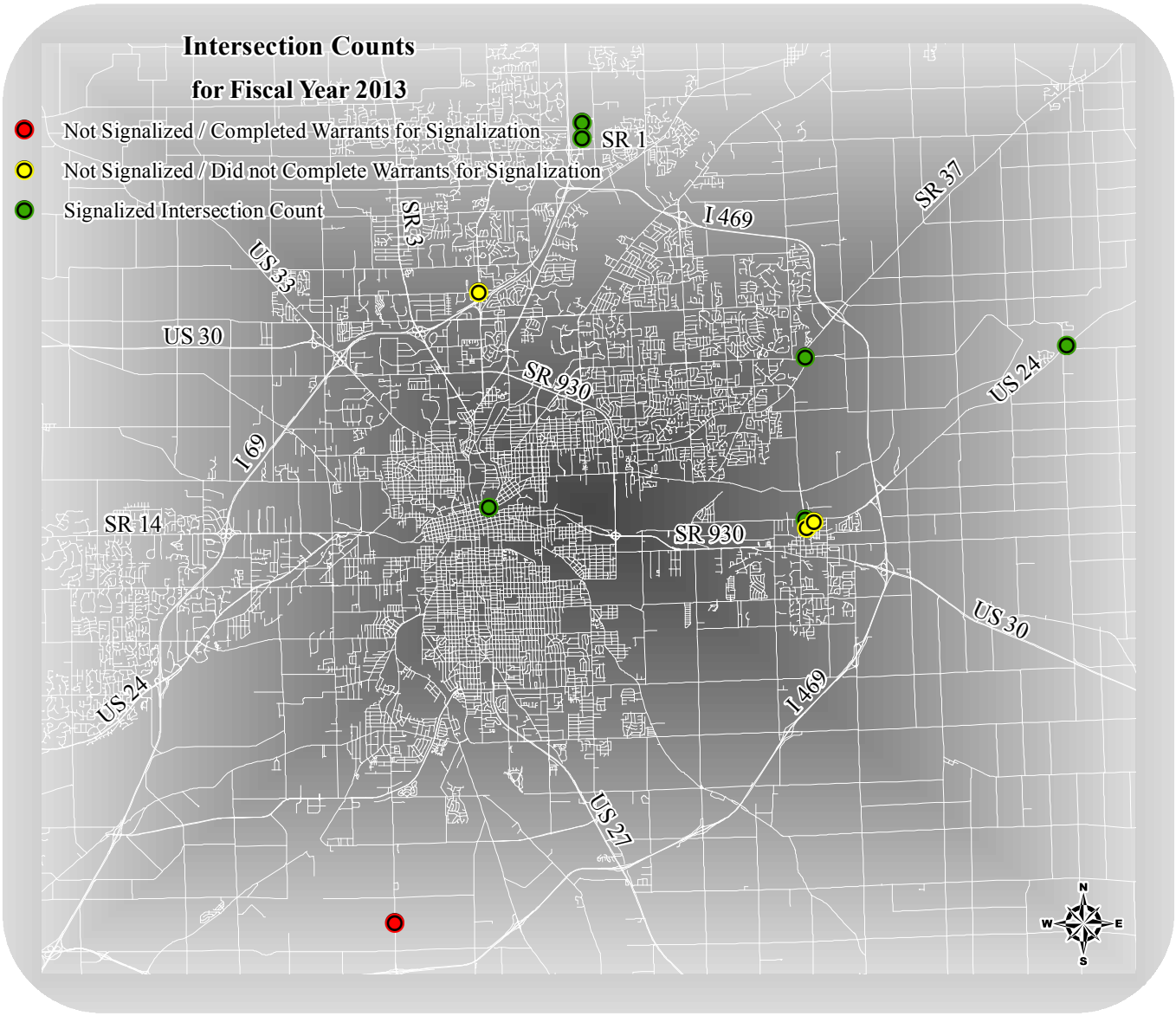


Figure 14



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

Figure 15


Intersection Counts
for Fiscal Year 2013
Not Signalized / Completed Warrants for Signalization
Not Signalized / Did not Complete Warrants for Signalization
Signalized Intersection Count
SR 1
SR 3
I 469
SR 37
US 33
US 30
SR 930
US 24
I 69
SR 14
SR 930
US 30
US 24
I 469
US 27
N
W
E
S

Corridor Studies

Studies completed by the Northeastern Indiana Regional Coordinating Council

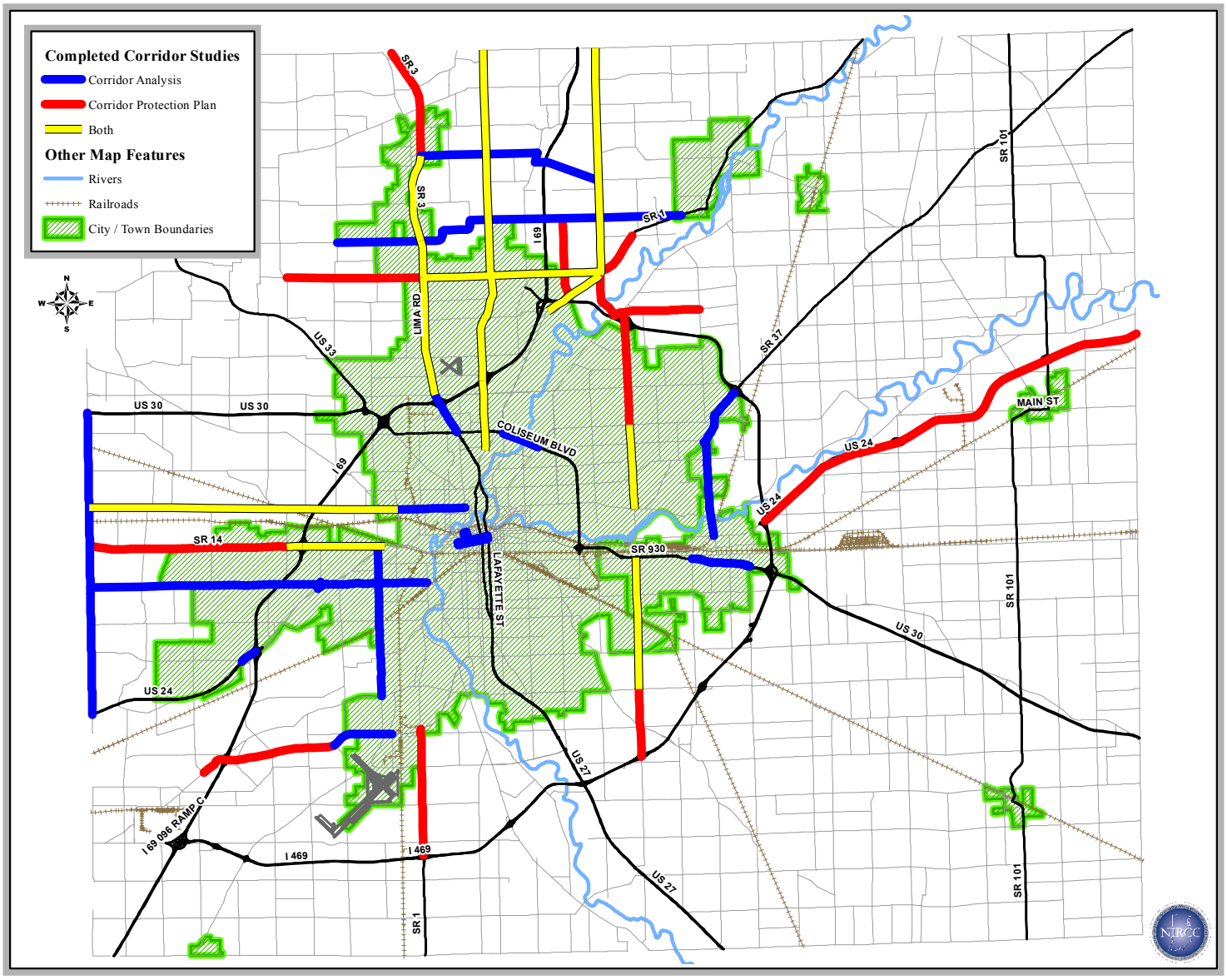
Transportation Summary Report Fiscal Year 2013

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



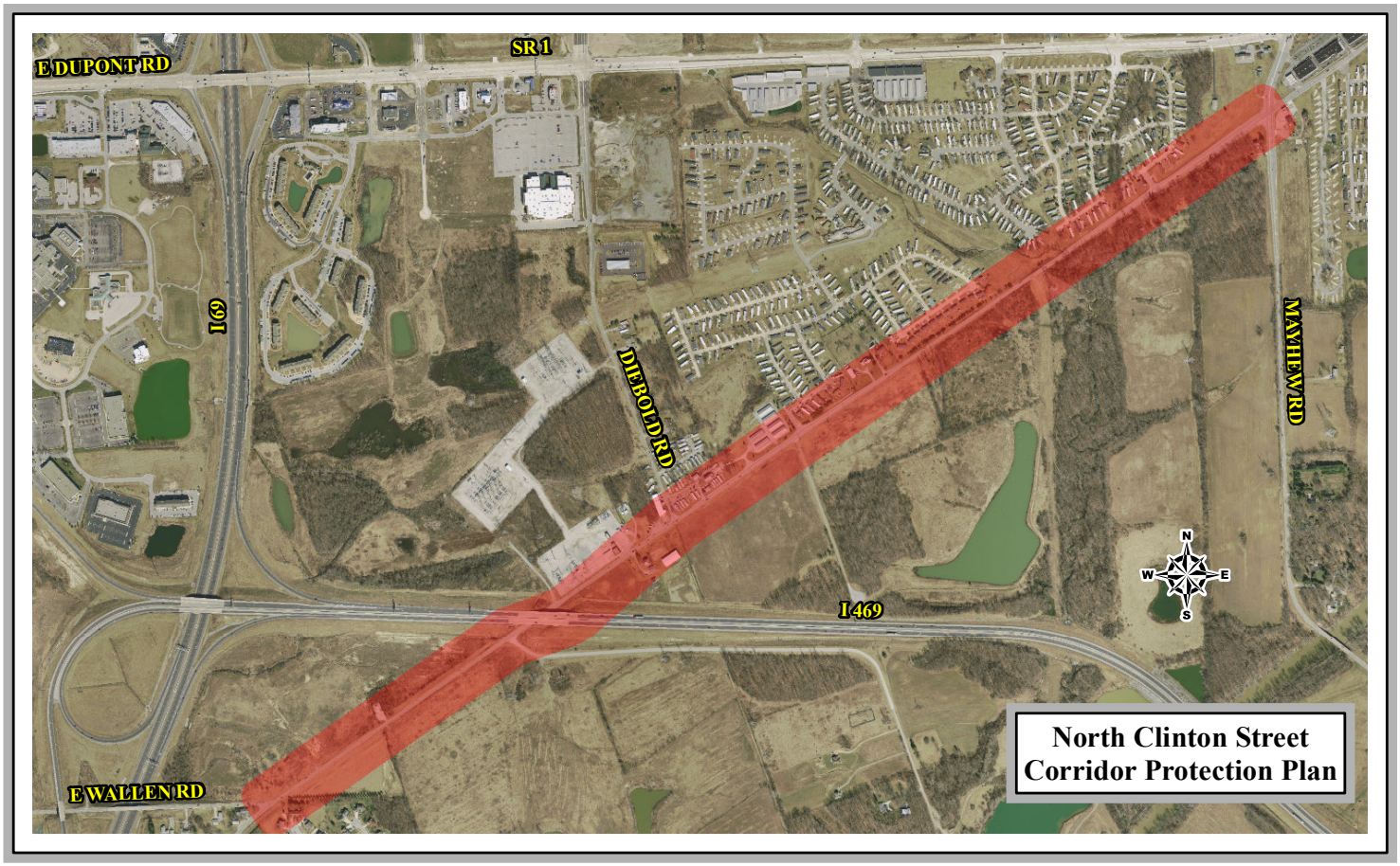
accommodate future traffic and relieve anticipated congestion problems along the corridor. Information provided by a corridor and impact analysis helps in developing a corridor protection plan that can be an efficient tool for mitigating potential congestion.

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 2013, NIRCC only completed one Corridor Protection Plan shown in Figure 17. This study is described on pages 29 through 32. Staff did review and evaluate several corriodor projects but since the development of the 2035 Transportation Plan required the majority of time this past fiscal year there were no other major corridor studies completed.

Figure 17


E DUPONT RD
SR 1
69
DIEBOLD RD
MAYHEW RD
I 469
E WALLEN RD
N
W
E
S
North Clinton Street
Corridor Protection Plan

Corridor Protection Plan
North Clinton Street Corridor Protection Plan

The following access recommendations are for the North Clinton Street corridor from Wallen Road to Mayhew Road. These recommendations are subject to engineering review and adjustments as needed. All accesses and developable land will have the following recommendations.

General Recommendations

- Encouragement of interconnection of developments by way of streets and sidewalks, when and where appropriate
- Accesses to meet Access Standard Manual requirements
- Full accesses off of North Clinton Street to be a minimum of 1000' from major intersections (unless noted)
- Full accesses off of connecting roads to be a minimum of 1000' from North Clinton Street (unless noted)
- Corner cuts where appropriate
- Additional signals shall be interconnected with other signals throughout corridor
- Right-in / right-out accesses may be permitted for future developments pending review and approval by the roadway owner
- This plan recommends that no more than three accesses between Wallen Road and Mayhew Road should be signalized (does not include Diebold Road intersection)

North Clinton Street: Wallen Road to Mayhew Road

West Side: from south to north

Wallen Rd to Brooks Rd S

- Full access at approximately half way point between Wallen Rd and Brooks Rd S (Figure 18 - label "A")
- No additional full accesses through this section
- Future improvements should address skewed intersection of Wallen Road and North Clinton (Figure 20)

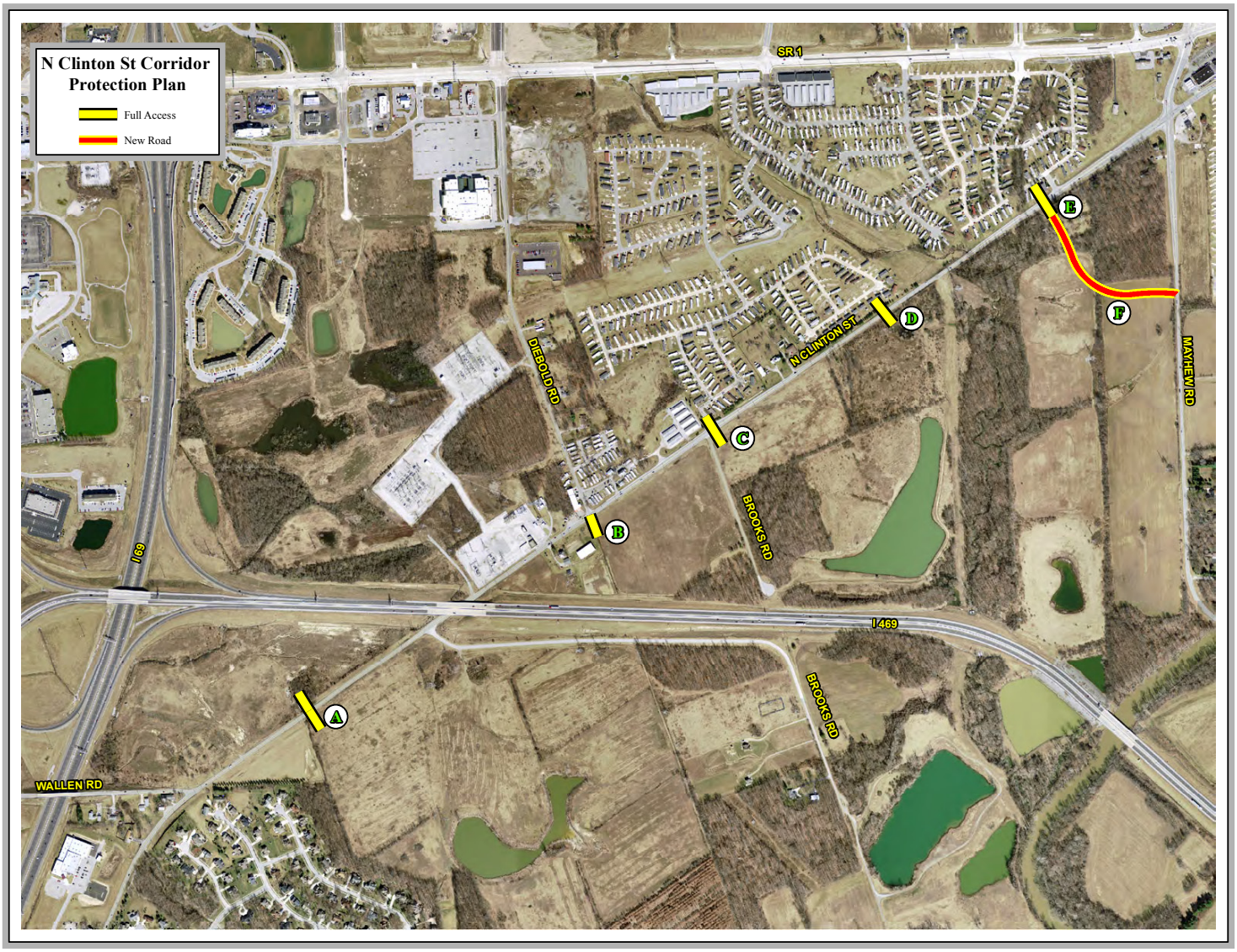
Optional Improvements;

- Realignment of Wallen Road intersection to the north to create a 90 degree intersection
- Reconstruct the intersection as a multi-lane roundabout

Brooks Road S to Diebold Road

- No additional access though this section

Figure 18



Diebold Road to Brooks Road N

•Full access across from Brooks Road N (Figure 18 - label "C")

Brooks Road N to Mayhew Road

•Two full accesses would be considered through this section including one approximately 1200' south of Mayhew Road near the existing access to the mobile home park (Figure 18 - labels "D & E")

•No additional full access though this section

East Side: from south to north

Wallen Rd to Brooks Rd S

•Full access at approximately half way point between Wallen Rd and Brooks Rd S (Figure 18 - label "A")

•No additional full accesses through this section

•Future possibility of Brooks Road S being vacated and new road located across from Wallen Road realignment or connecting at the halfway point access recommended on the west side (see optional recommendations in Figures 19-20)

Brooks Road S to Diebold Road

•Full access at Diebold Road Intersection (Figure 18 - label "B")

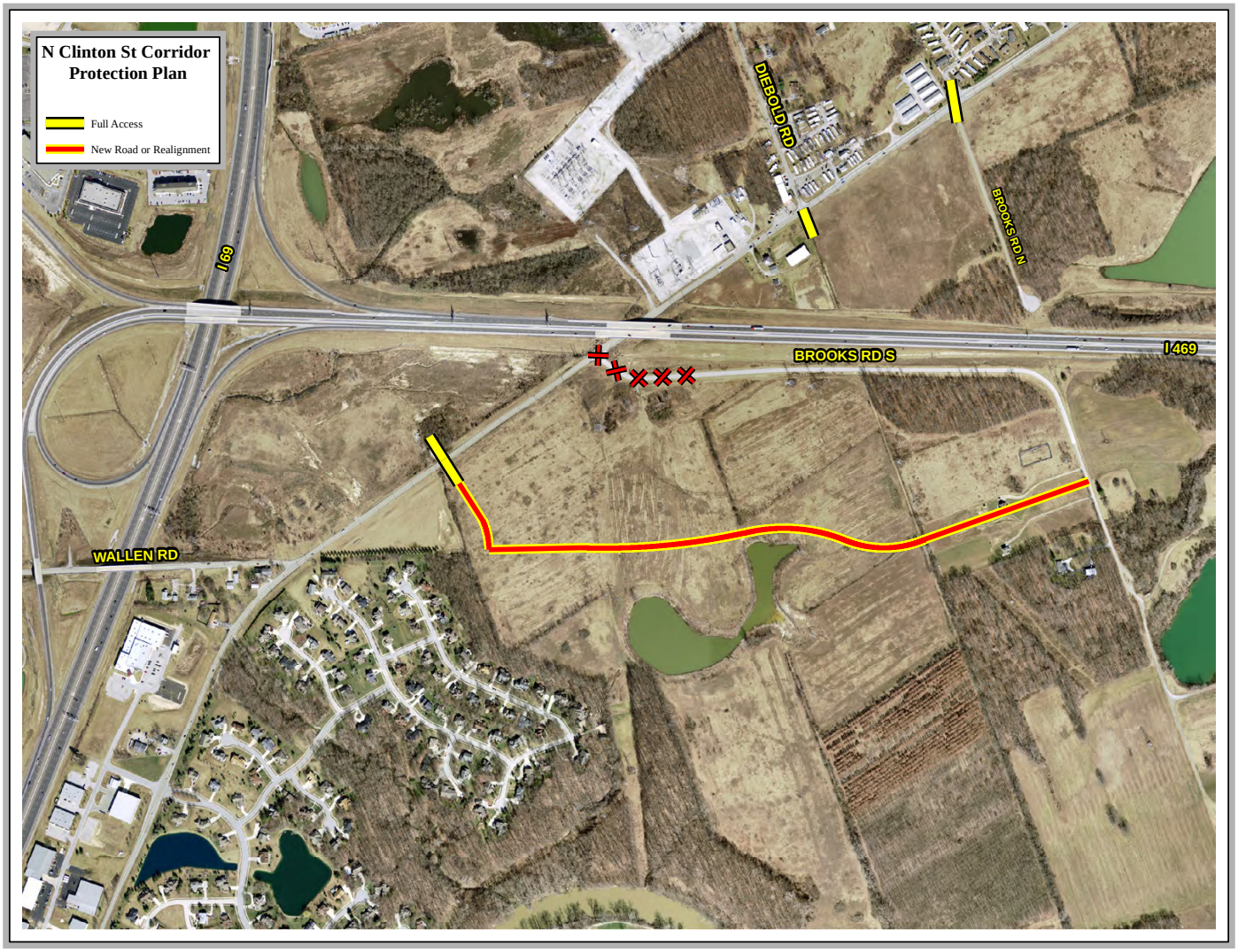
•No additional full access though this section

Diebold Road to Brooks Road N

•Full access at Brooks Road N (Figure 18 - label "C")

•No additional full access through this section

Figure 19



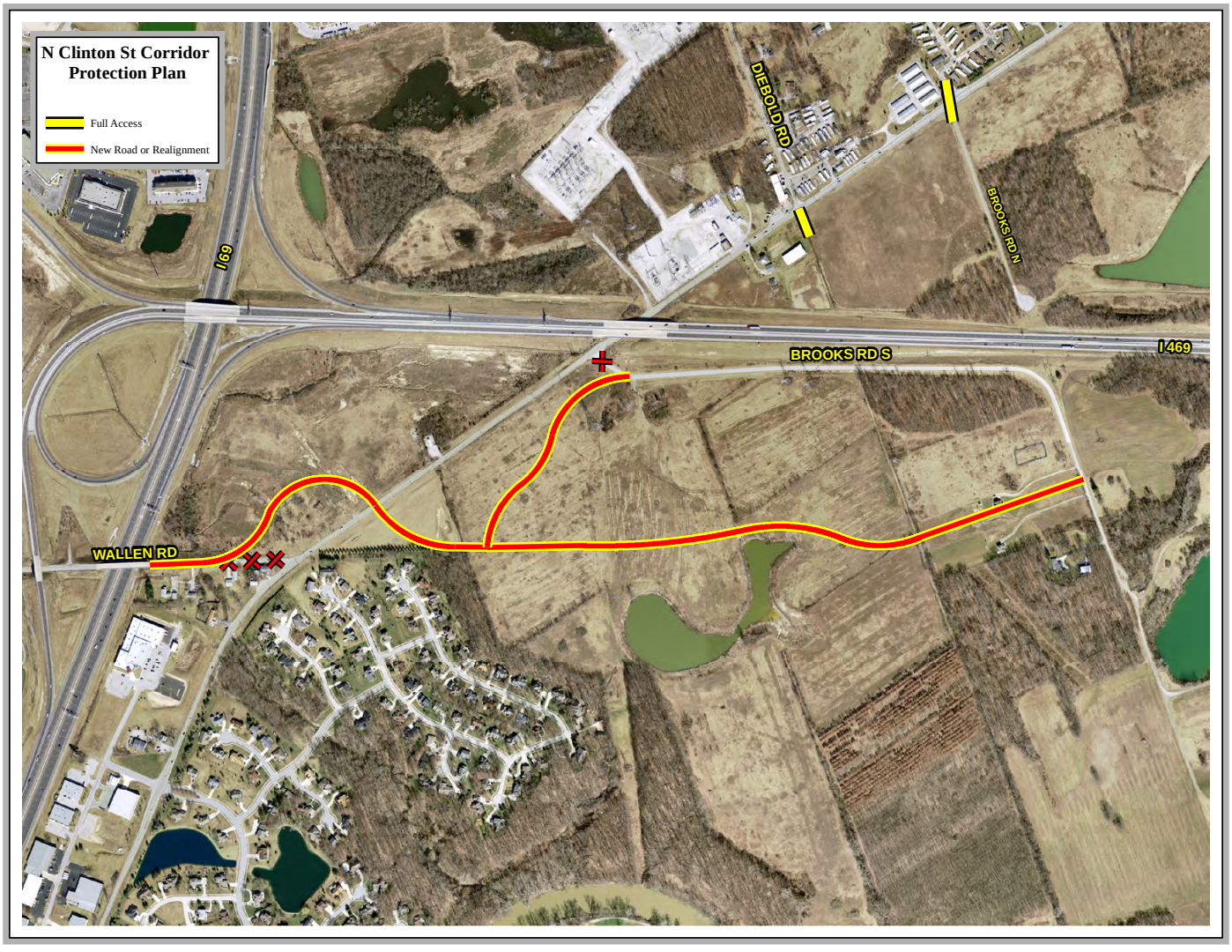
Brooks Road N to Mayhew Road

•Two full accesses would be considered through this section including one approximately 1200' south of Mayhew Road near the existing access to the mobile home park (Figure 18 - labels "D & E")

•No additional full access though this section

•Future possibility of new road at approximately 1200' south of Mayhew Road / North Clinton Street Intersection, road will connect North Clinton Street and Mayhew Road (Figure 18 - label "F")

Figure 20



Travel Time and Delay Studies

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2013

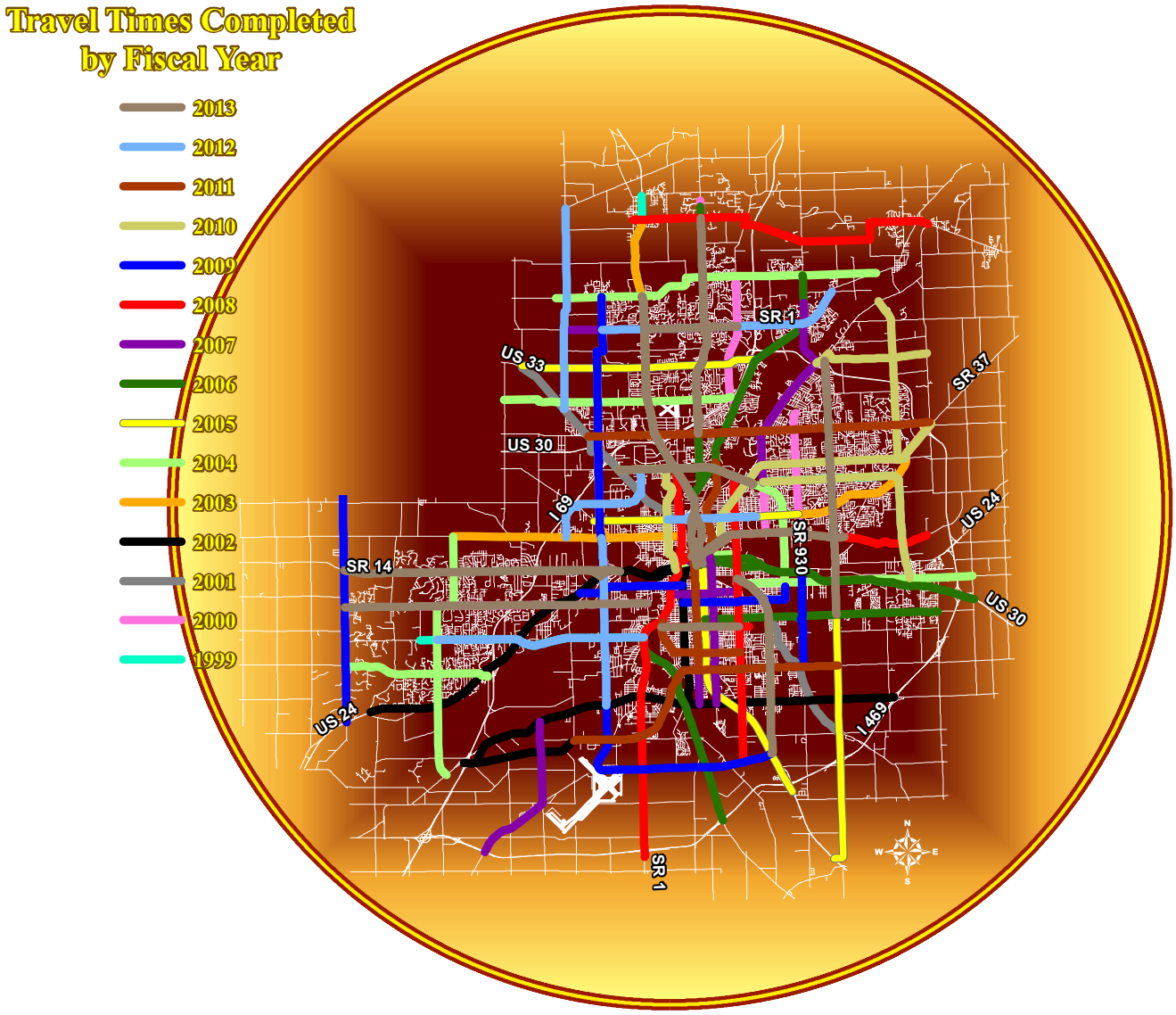
TRAVEL TIME & DELAY STUDIES

Another activity conducted by NIRCC is the travel time and delay studies. Figure 21 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.

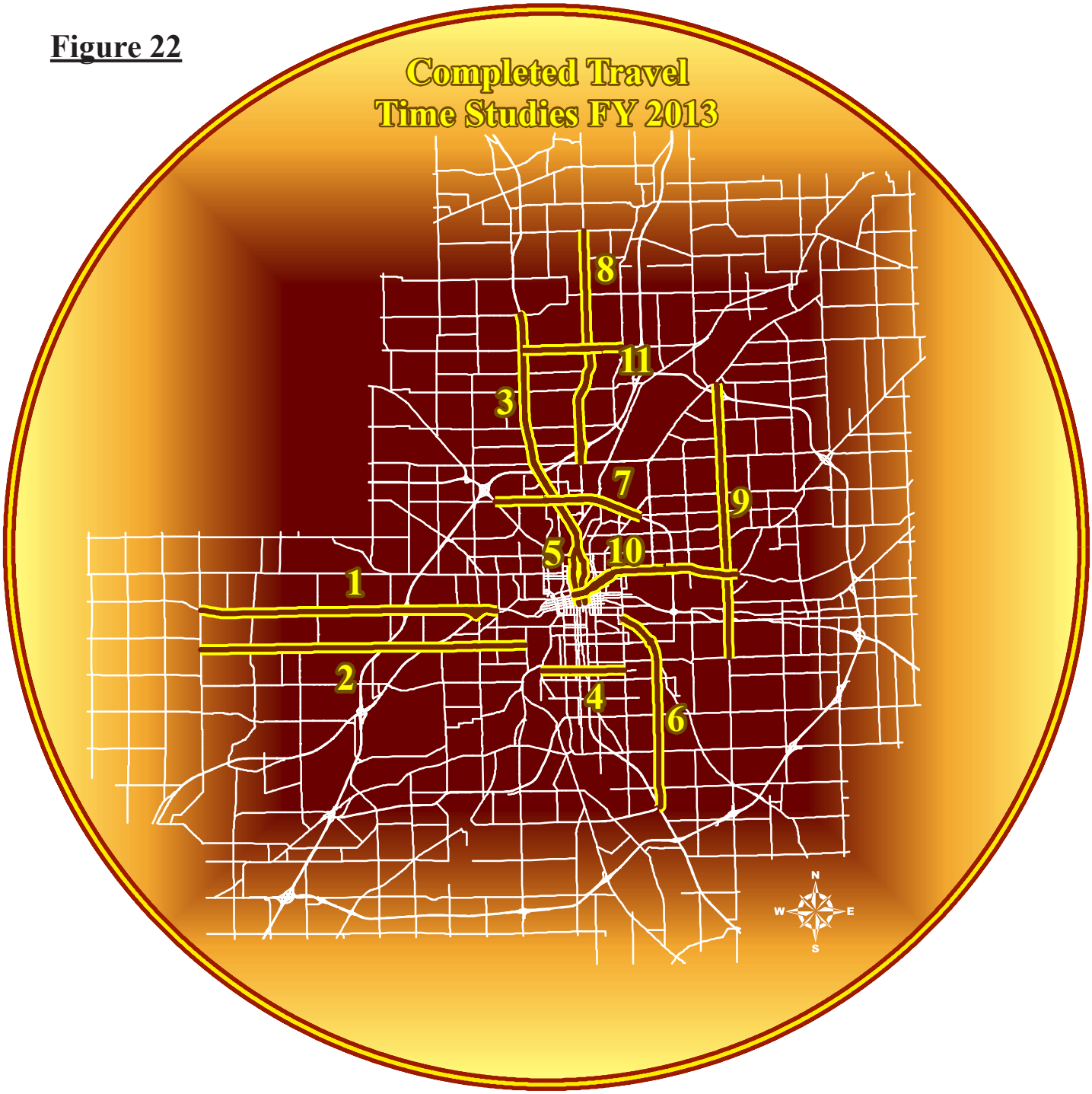
- *Identification of problem locations on facilities by virtue of high travel times and delay.*
- *Measurement of arterial level of service.*
- *Input into transportation planning models.*
- *Evaluations of route improvements.*
- *Input to economic analysis of transportation alternatives.*

Figure 21



NIRCC studied eleven (11) corridors during Fiscal Year 2013 including: **1) Illinois Road / State Road 14** from West County Line Road to Freeman Street, **2) Covington Road** from Homestead Road to Brooklyn Avenue, **3) Lima Road / State Road 3** from Carroll Road to Coliseum Boulevard, **4) Rudisill Boulevard** from Broadway to Anthony Boulevard, **5) Clinton Street / Lafayette Street / Spy Run Avenue / Lima Road** from Coliseum Boulevard to Jefferson Boulevard, **6) Hessen Cassel Road / Wayne Trace** from United States Highway 27 to Anthony Boulevard, **7) Coliseum Boulevard / State Road 930** from Goshen Road to Trier Road, **8) Coldwater Road** from Washington Center Road to Gump Road, **9) Adams Center Road / Maplecrest Road** from Moeller Road to Saint Joe Road, **10)**

Figure 22



Main Street / Lake Avenue / Columbia Avenue from Calhoun Street to Maysville Road, and **11) Dupont Road** from Lima Road to Auburn Road. The travel time studies completed during Fiscal Year 2013 are illustrated in Figure 22.

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.

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 23 - 50 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 eleven corridors studied in Fiscal Year 2013. 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 2013

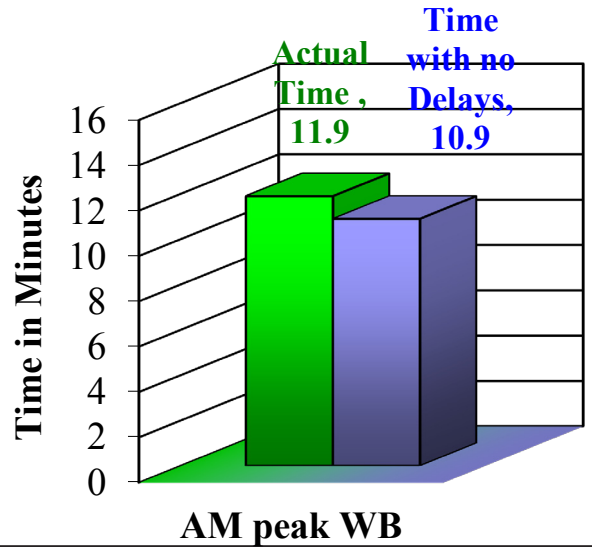
Figure 23

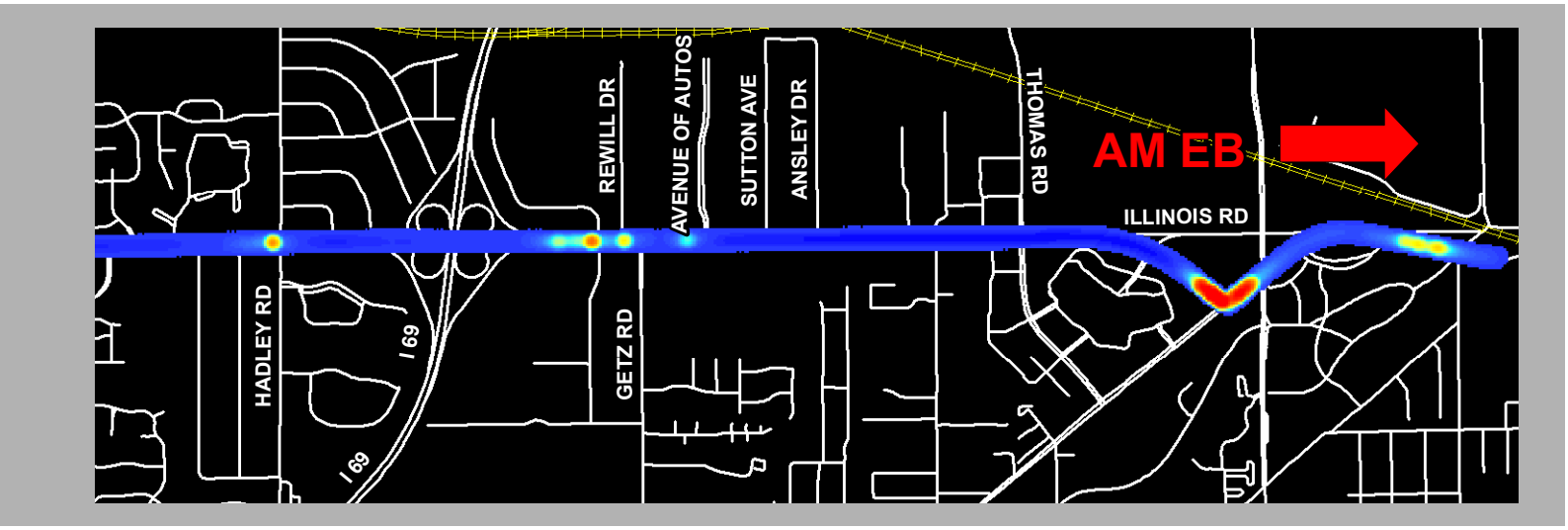
Illinois Road / State Road 14
AM Peak Eastbound

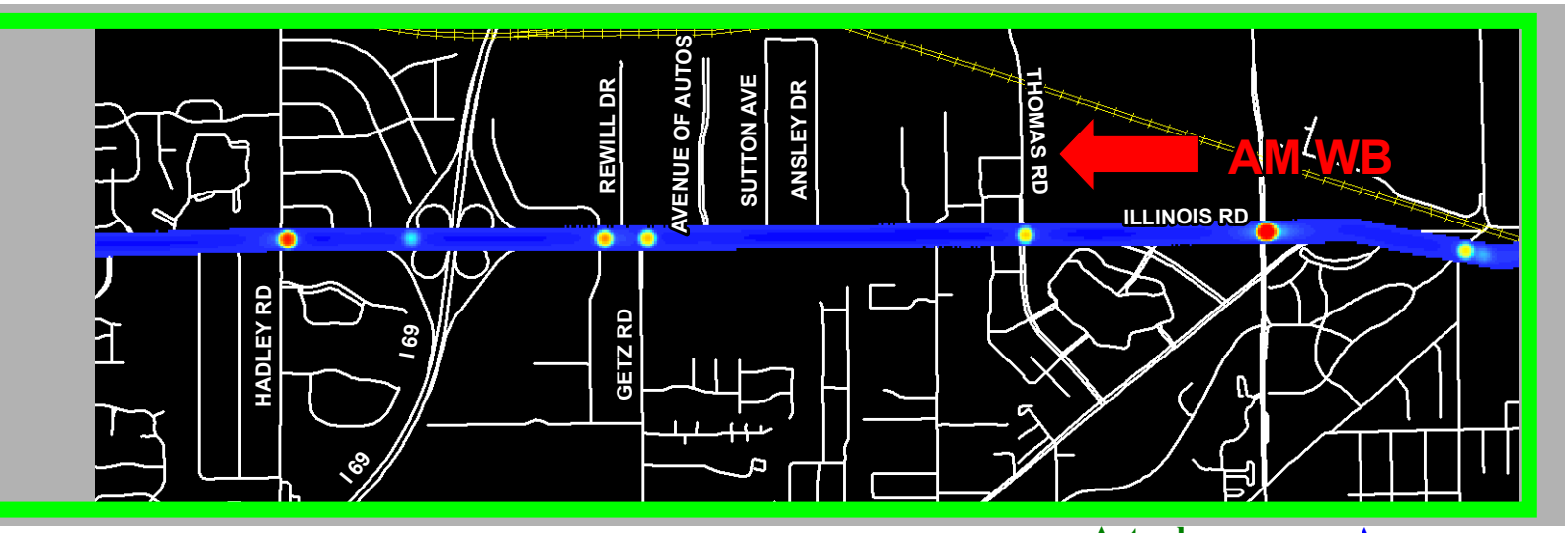
Figure 24

Illinois Road / State Road 14
AM Peak Westbound

Travel Time with the Least Amount of delay







Travel Speed with the Least Amount of delay

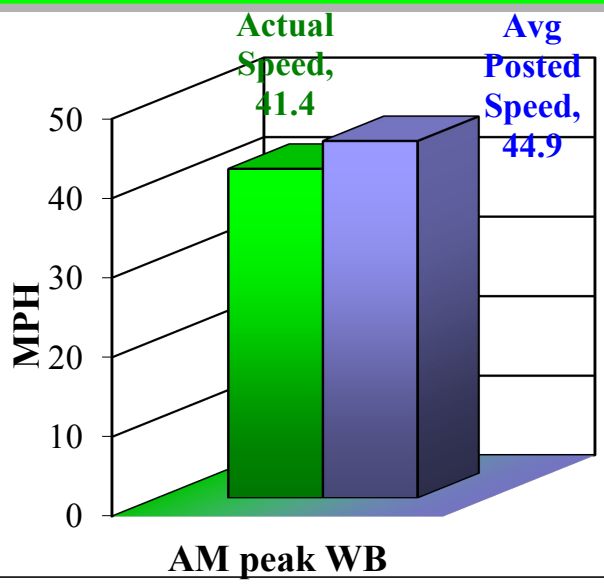


Figure 25

Illinois Road / State Road 14
PM Peak Eastbound

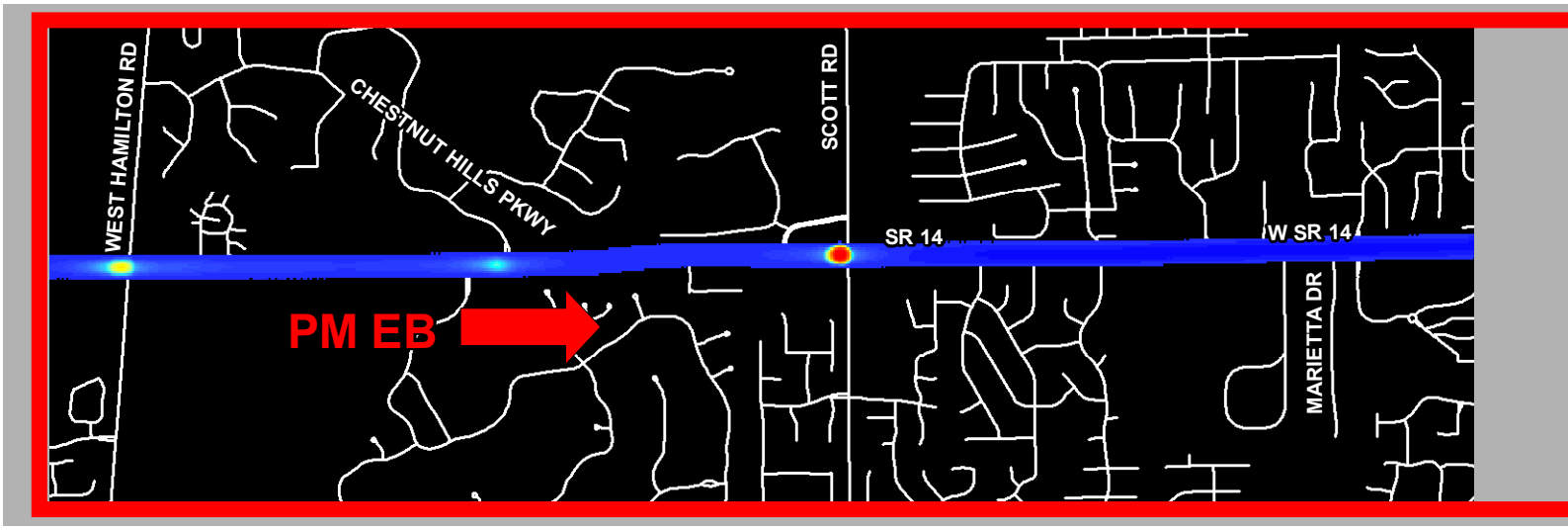
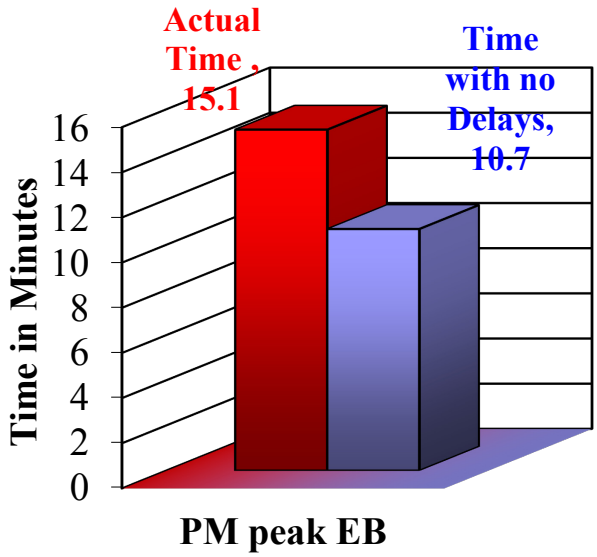
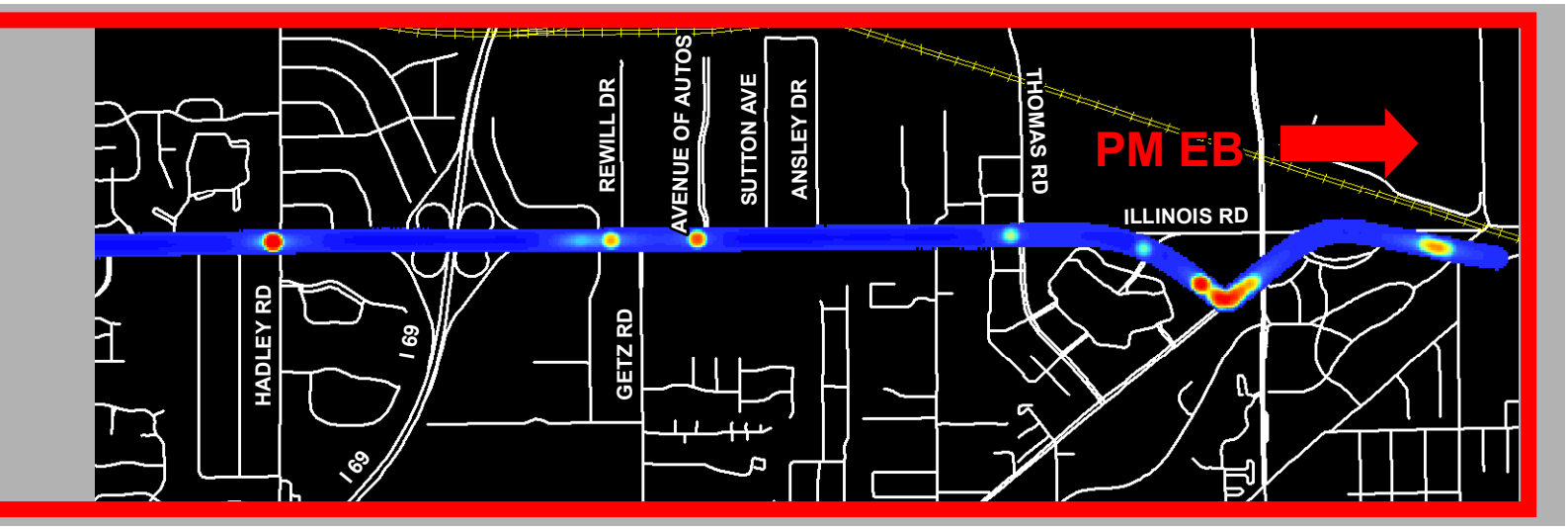


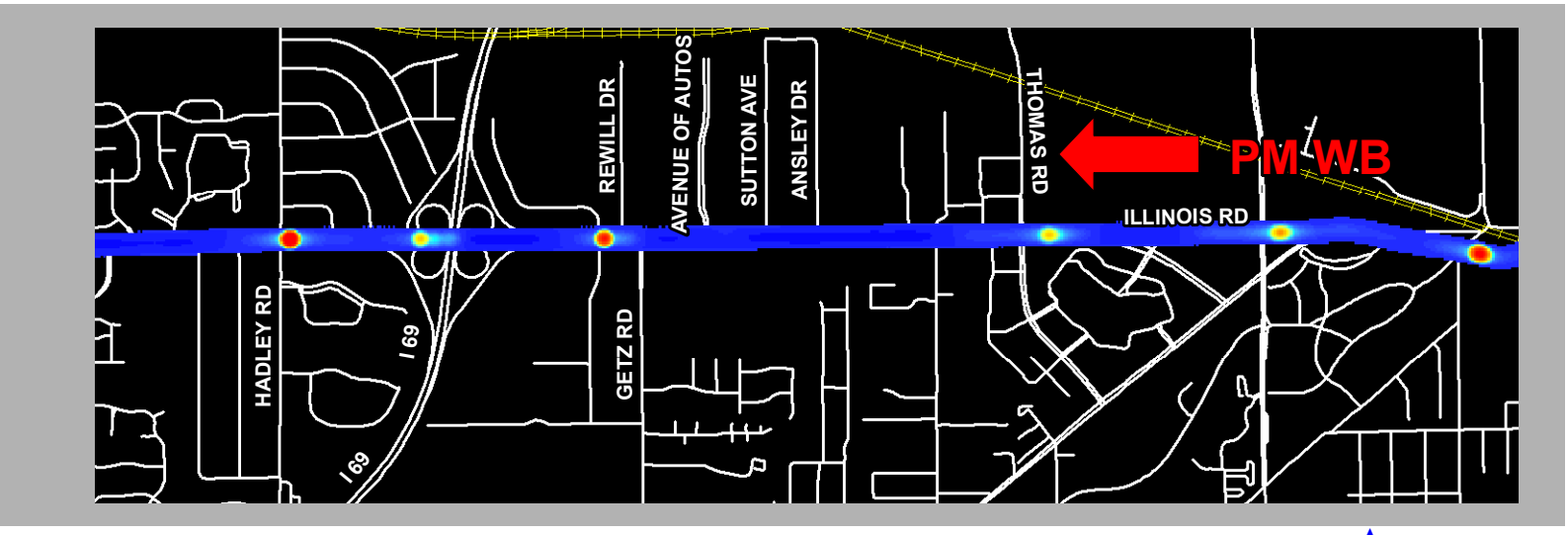
Figure 26

Illinois Road / State Road 14
PM Peak Westbound

Travel Time with the Greatest Amount of delay







Travel Speed with the Greatest Amount of delay

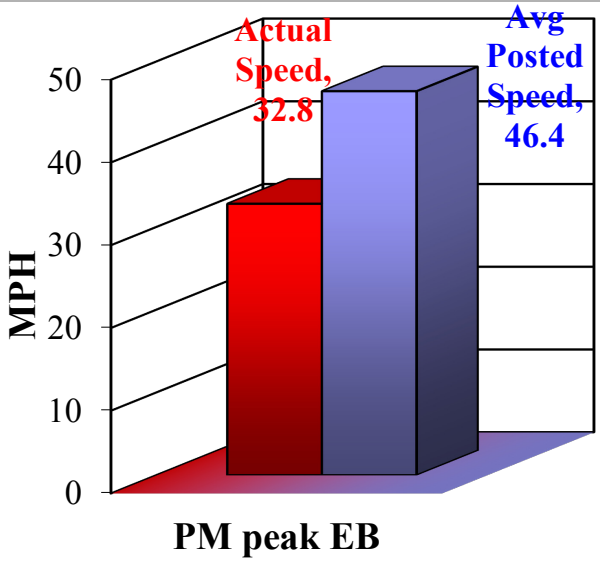


Figure 27
Covington Road
AM Peak Eastbound

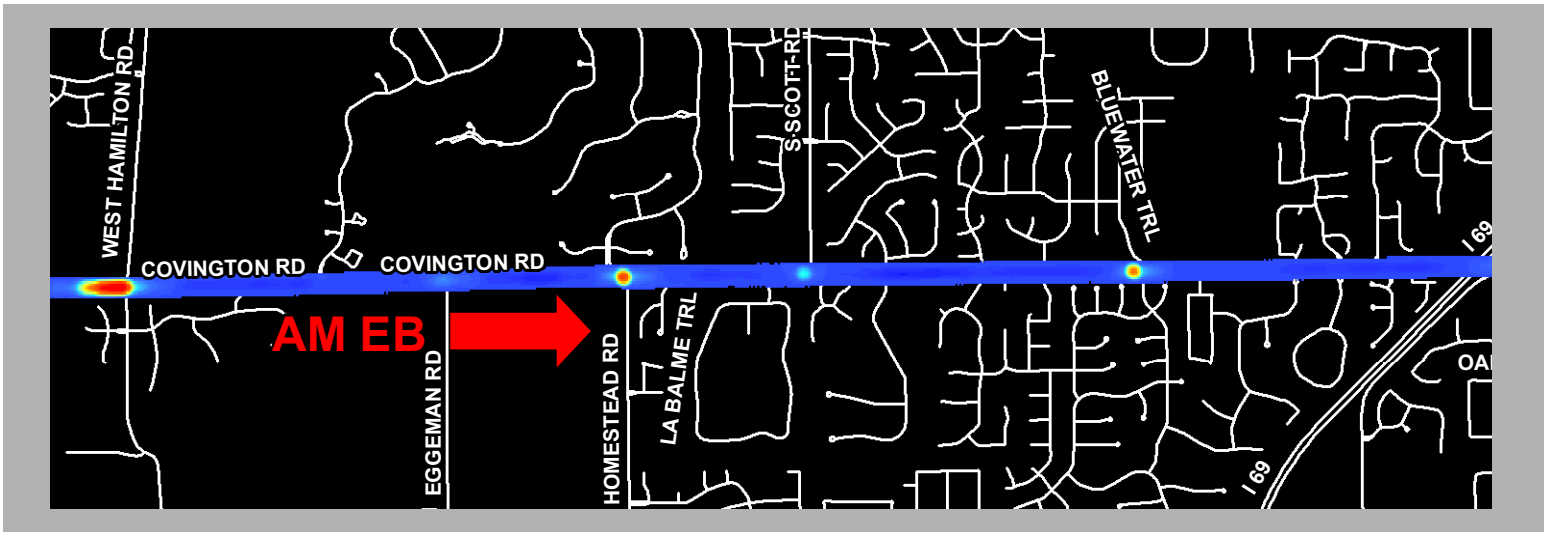
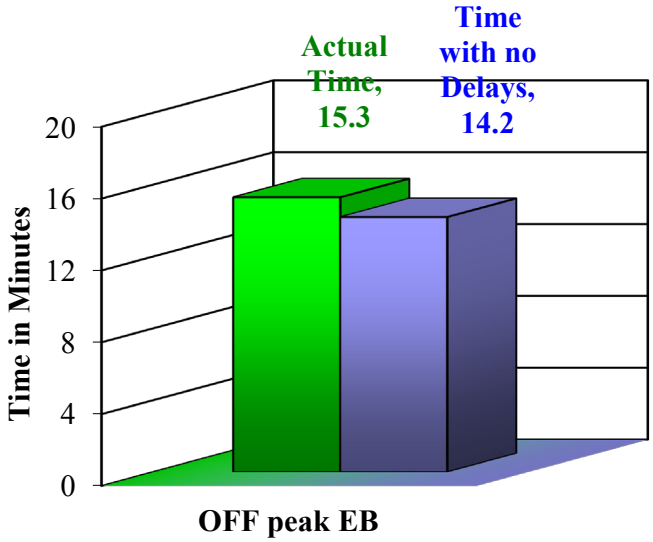
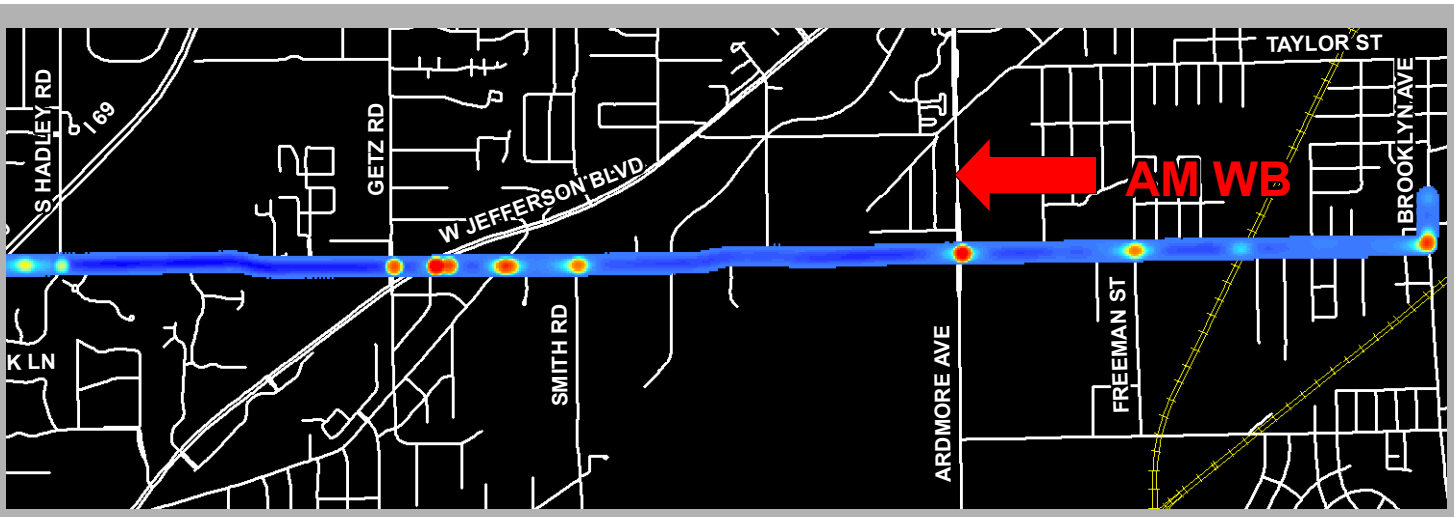


Figure 28
Covington Road
AM Peak Westbound

Travel Time with the Least Amount of delay

***Off Peak Travel Times are not shown graphically.**





Travel Speed with the Least Amount of delay

***Off Peak Travel Times are not shown graphically.**

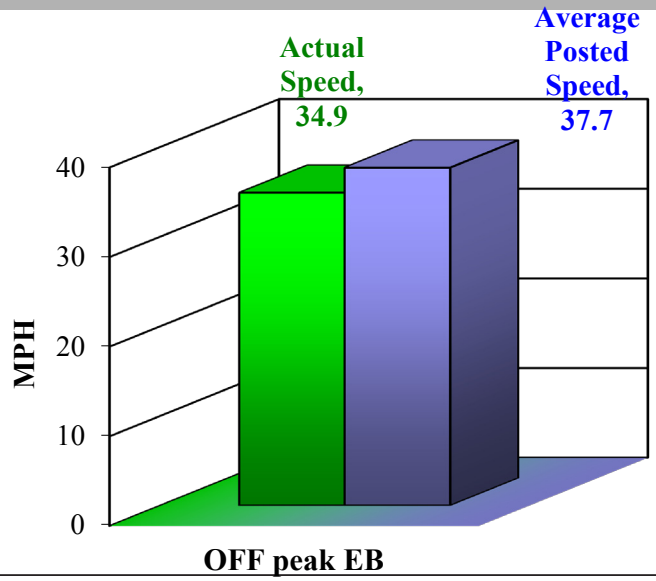


Figure 29
Covington Road
PM Peak Eastbound

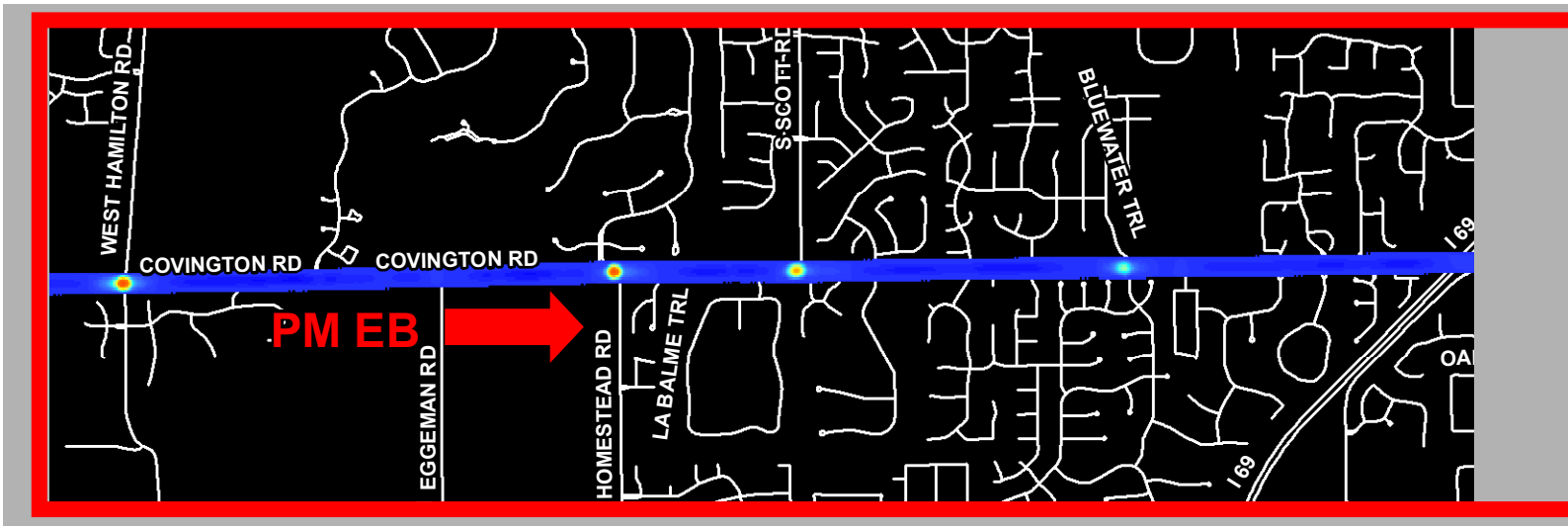
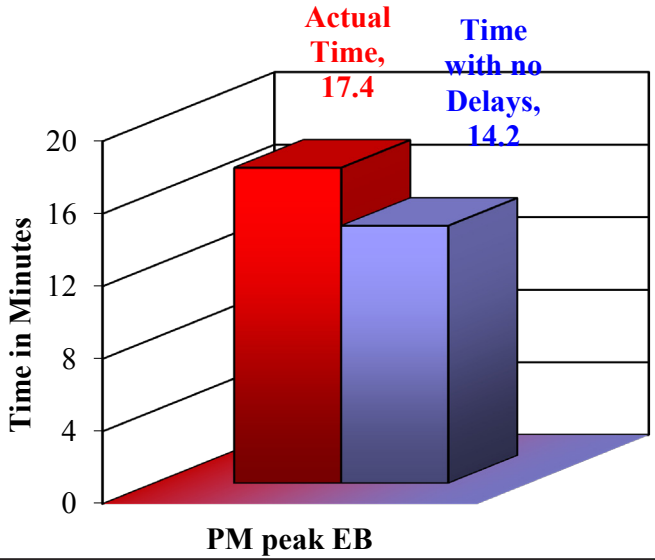
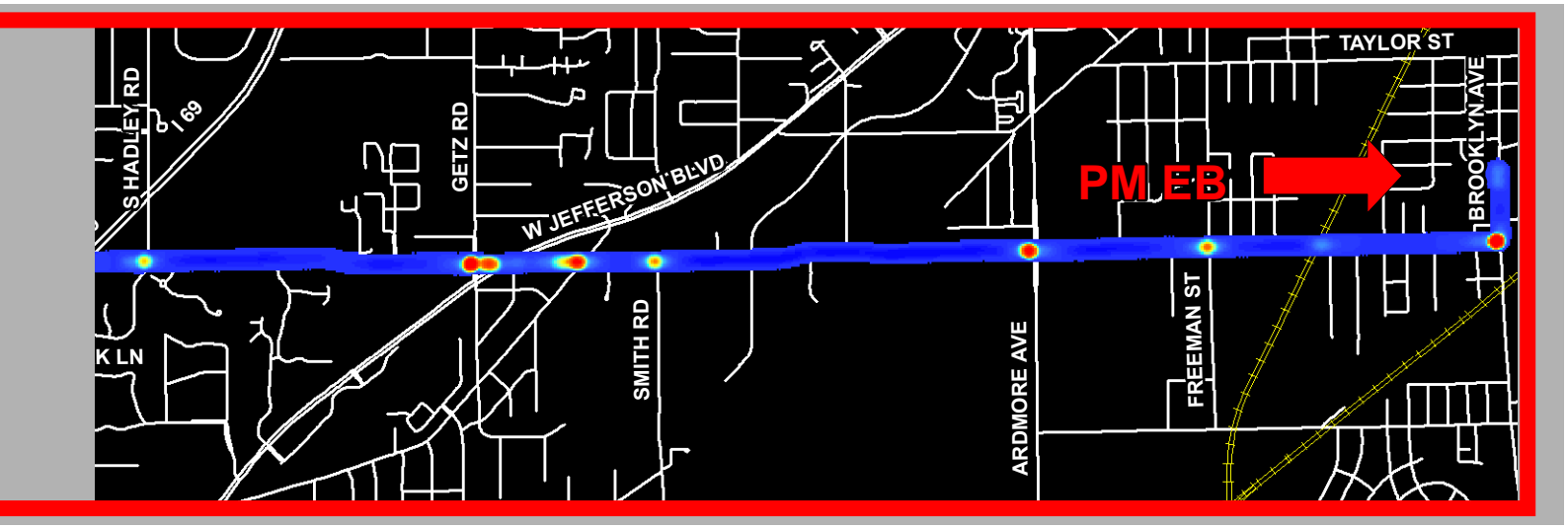
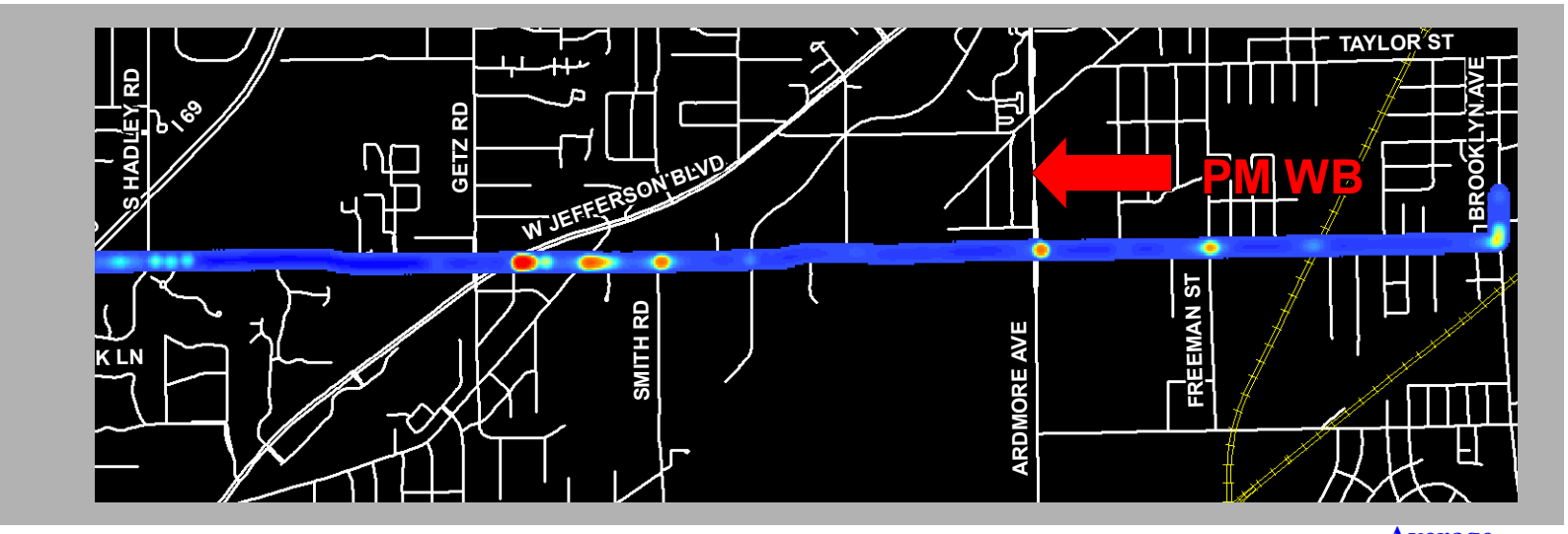


Figure 30
Covington Road
PM Peak Westbound

Travel Time with the Greatest Amount of delay







Travel Speed with the Greatest Amount of delay

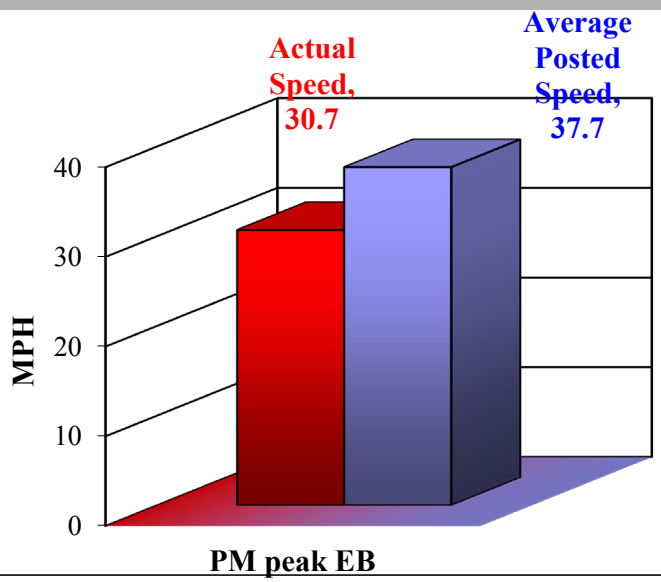
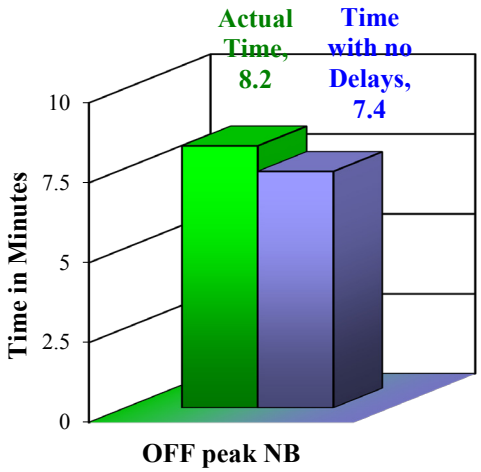


Figure 31

Lima Road / State Road 3
AM Peak

*Off Peak Travel Times are not shown graphically.

Travel Time with the Least Amount of delay



Travel Speed with the Least Amount of delay

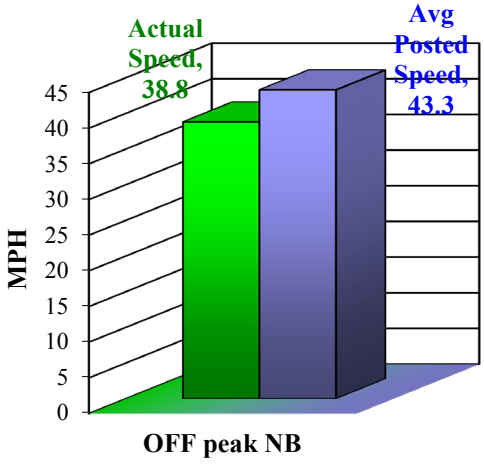
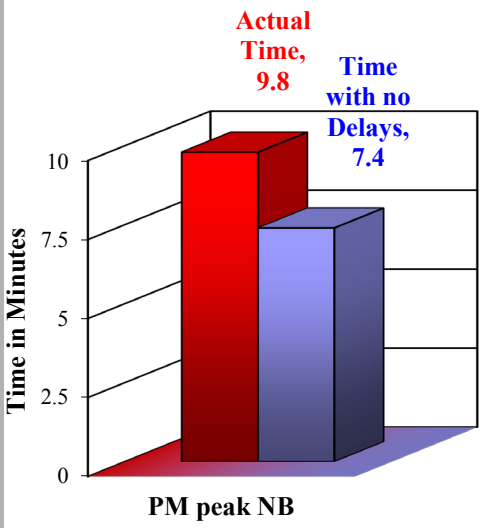


Figure 32

Lima Road / State Road 3
PM Peak

Travel Time with the Greatest Amount of delay



Travel Speed with the Greatest Amount of delay

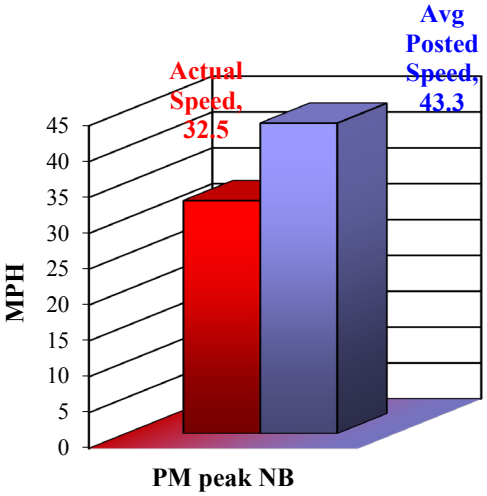
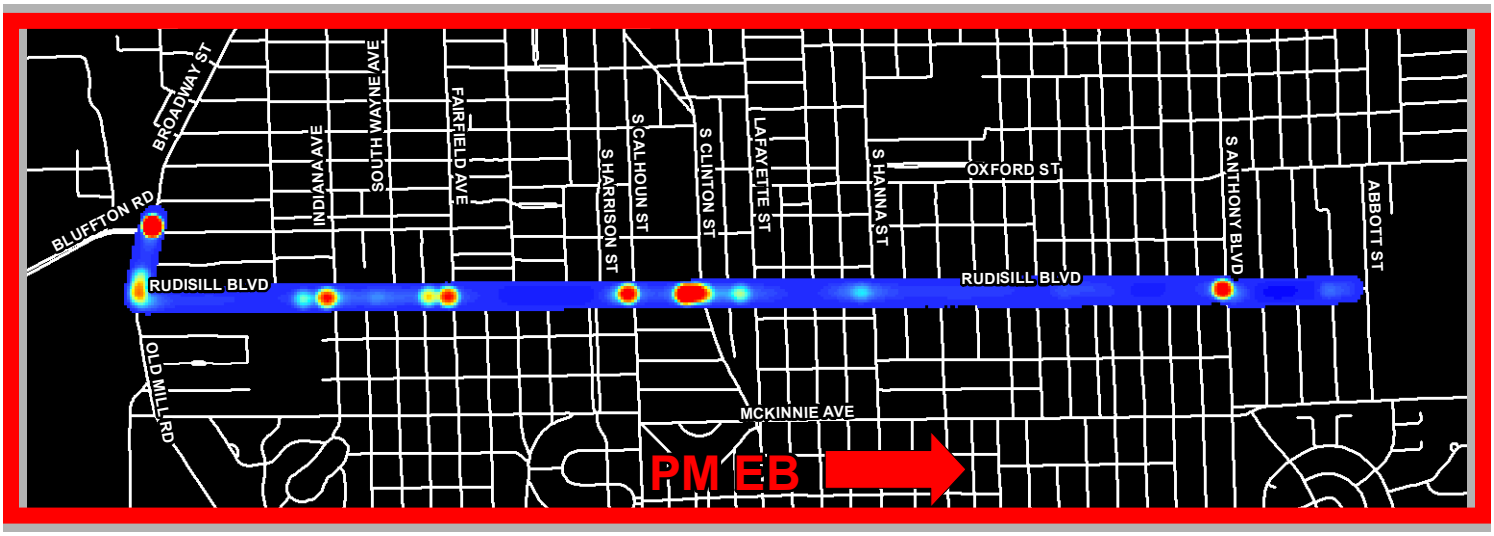
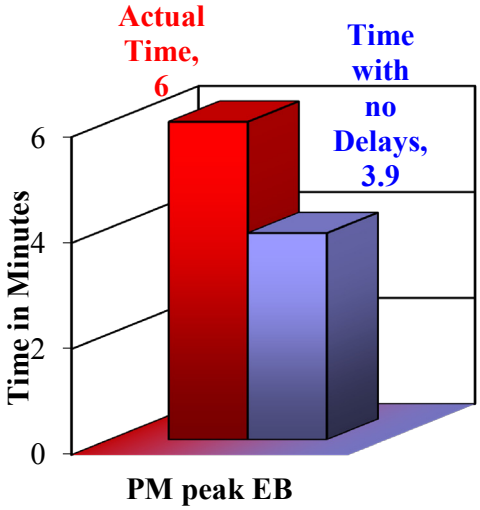


Figure 33

Rudisill Boulevard
Eastbound



Travel Time with the Greatest Amount of delay



Travel Speed with the Greatest Amount of delay

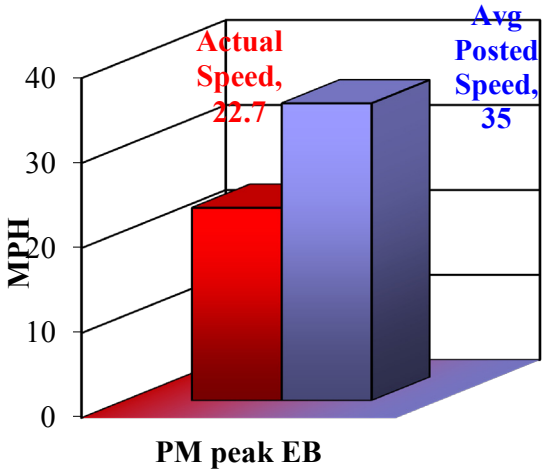
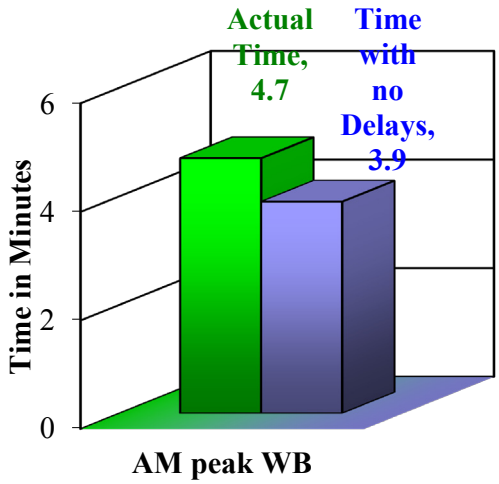


Figure 34

Rudisill Boulevard
Westbound

Travel Time with the Least Amount of delay



Travel Speed with the Least Amount of delay

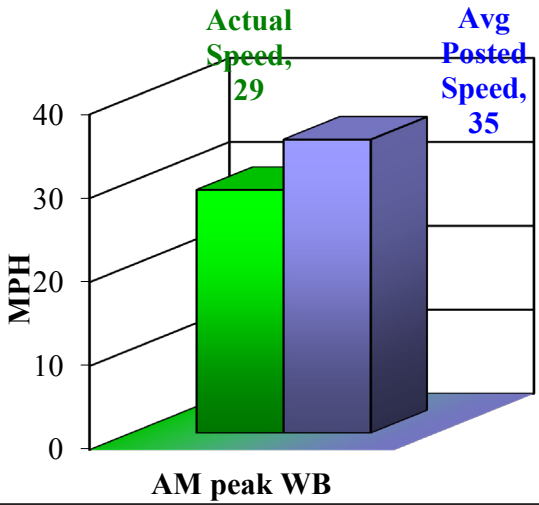
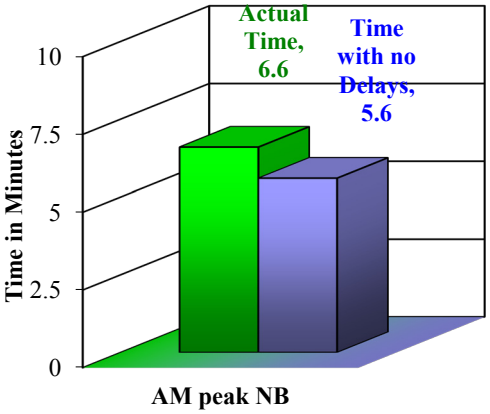


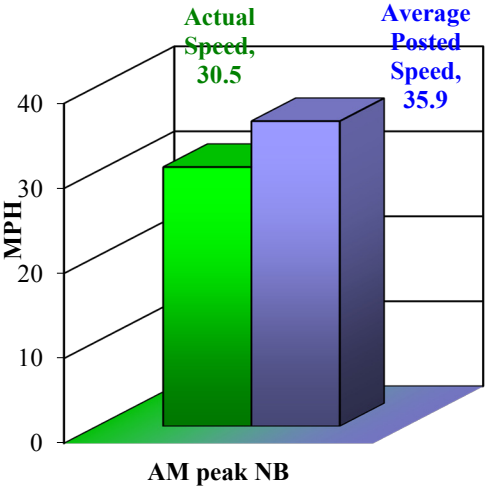
Figure 35

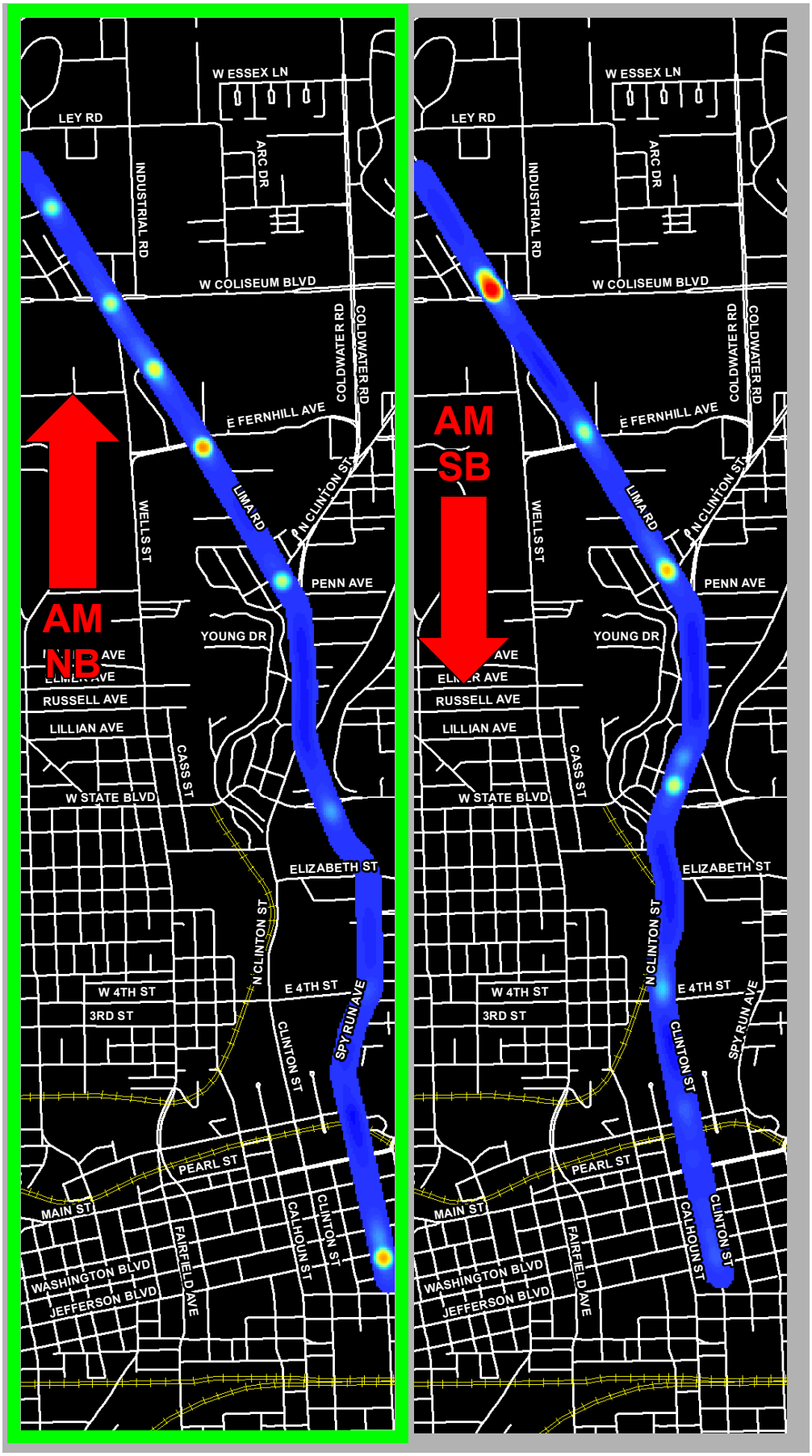
Clinton Street / Lafayette Street / Spy Run Avenue / Lima Road AM Peak

Travel Time with the Least Amount of delay



Travel Speed with the Least Amount of delay





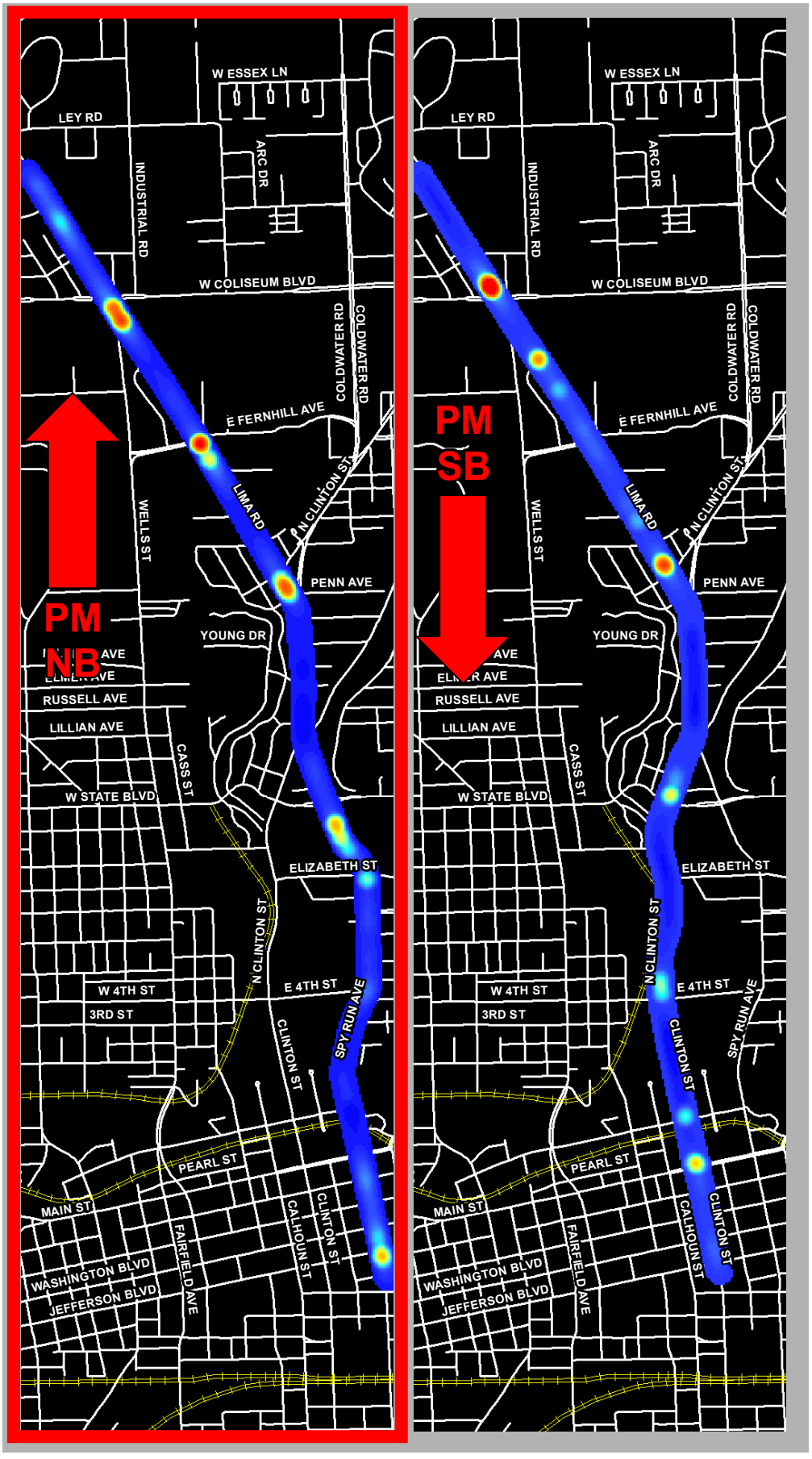
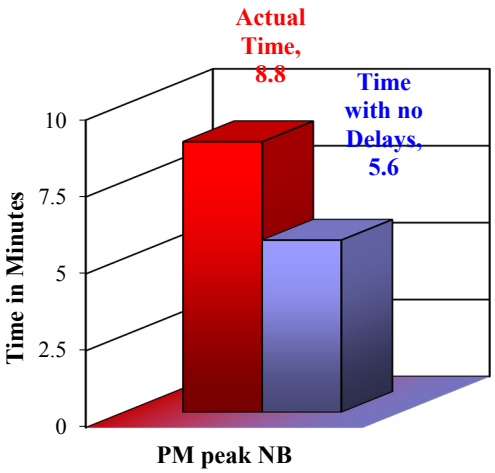


Figure 36

Clinton Street / Lafayette Street / Spy Run Avenue / Lima Road PM Peak

Travel Time with the Greatest Amount of delay



Travel Speed with the Greatest Amount of delay

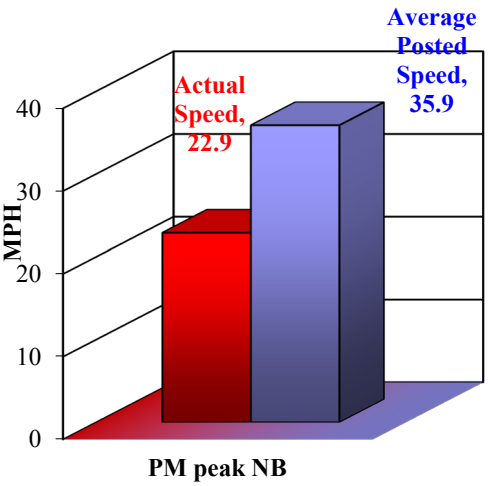
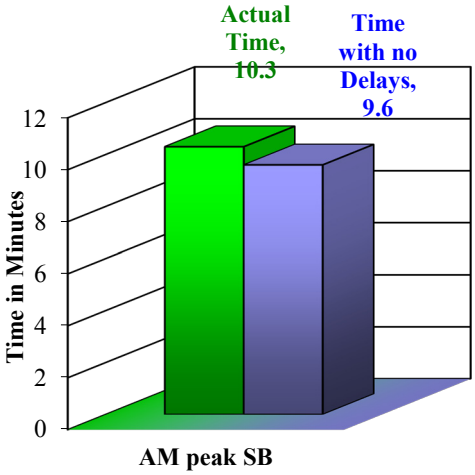


Figure 37

Hessen Cassel Road / Wayne Trace
AM Peak

Travel Time with the Least Amount of delay



Travel Speed with the Least Amount of delay

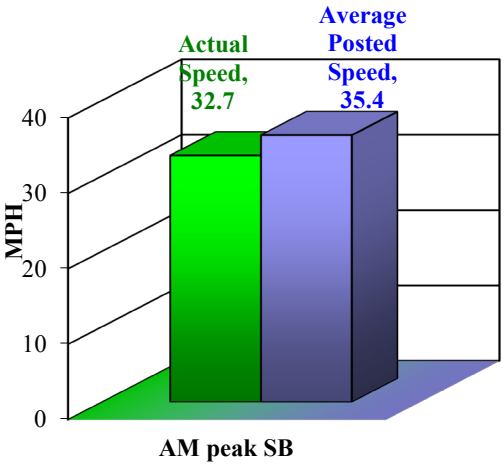
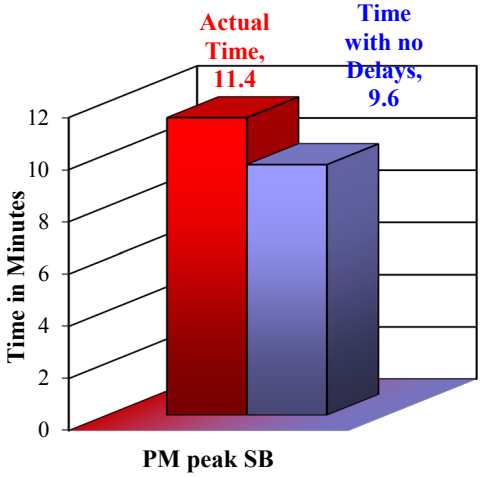


Figure 38

Hessen Cassel Road / Wayne Trace
PM Peak

Travel Time with the Greatest Amount of delay



Travel Speed with the Greatest Amount of delay

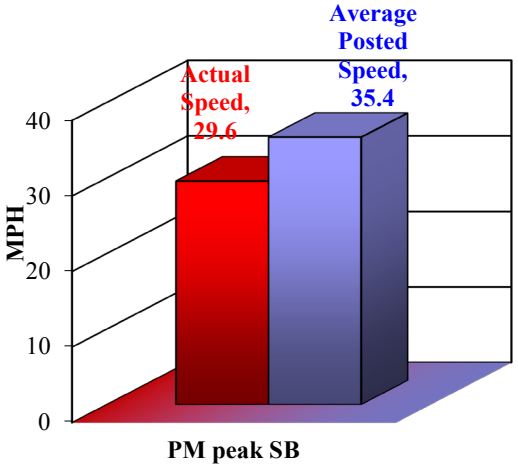
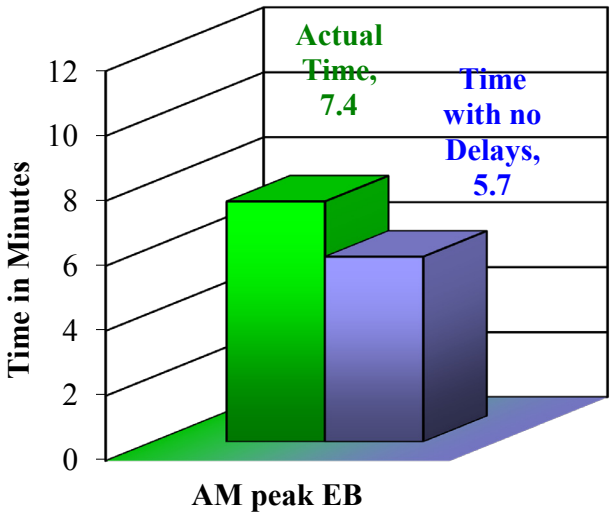


Figure 39

Coliseum Boulevard
Eastbound

Travel Time with the Least Amount of delay



Travel Speed with the Least Amount of delay

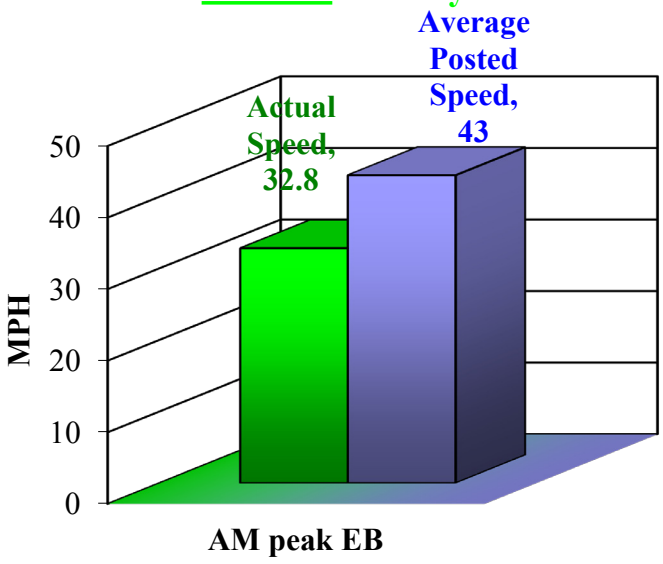
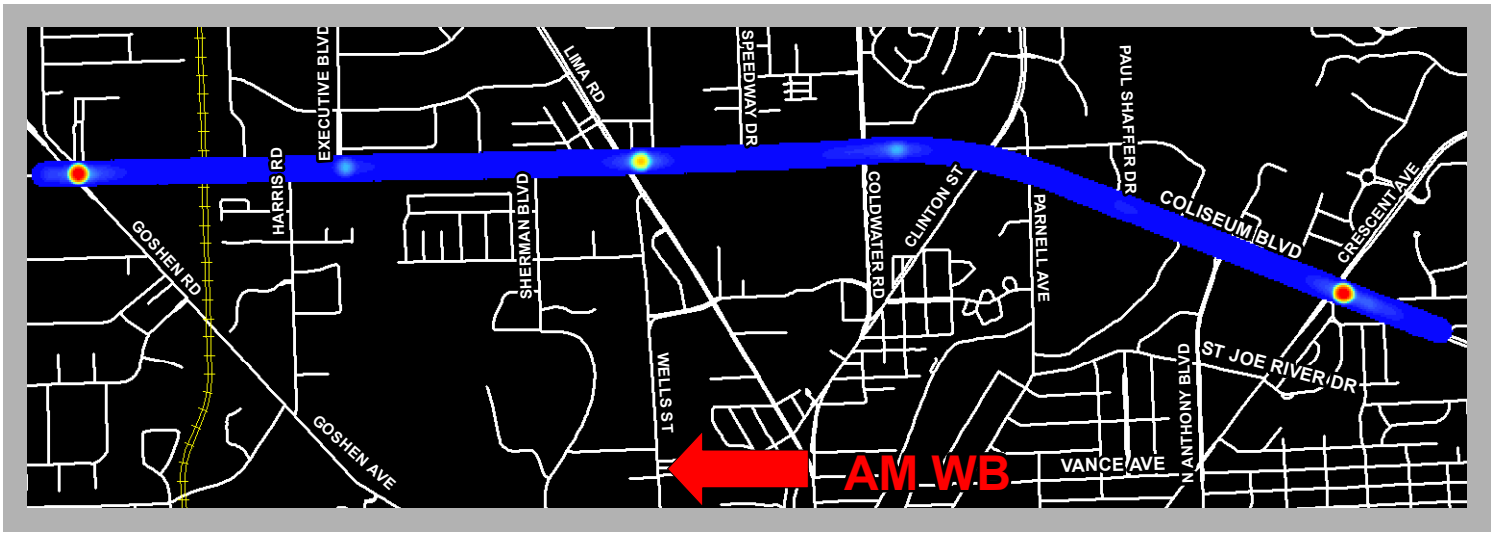
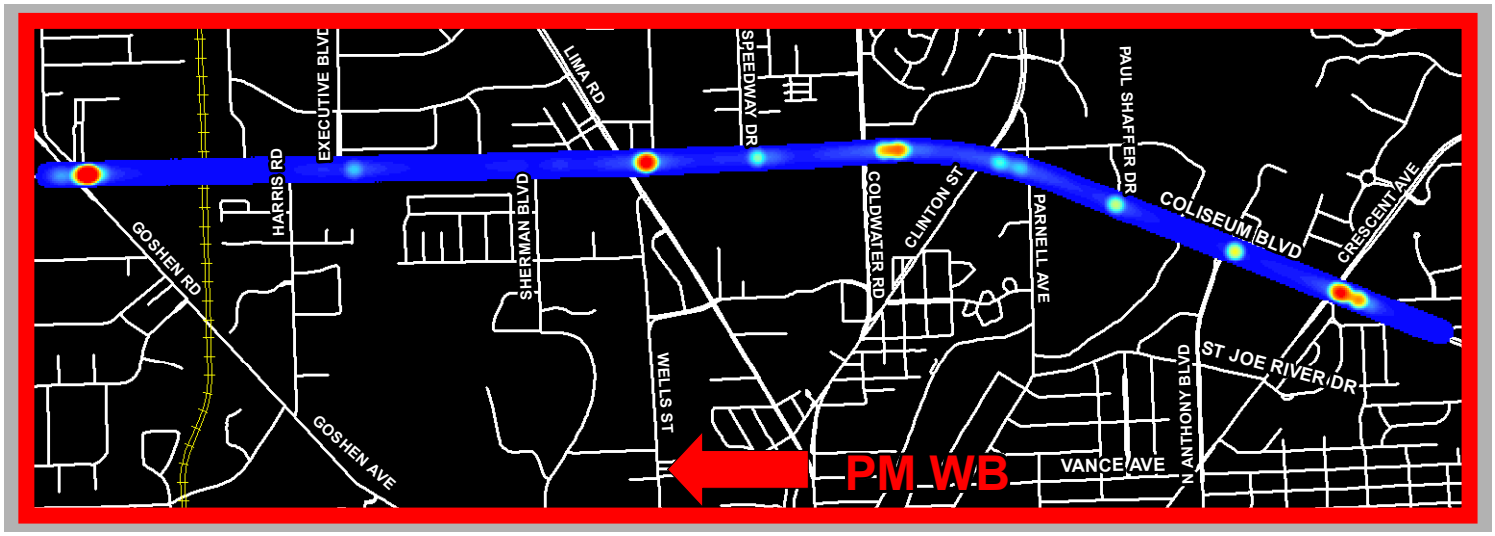


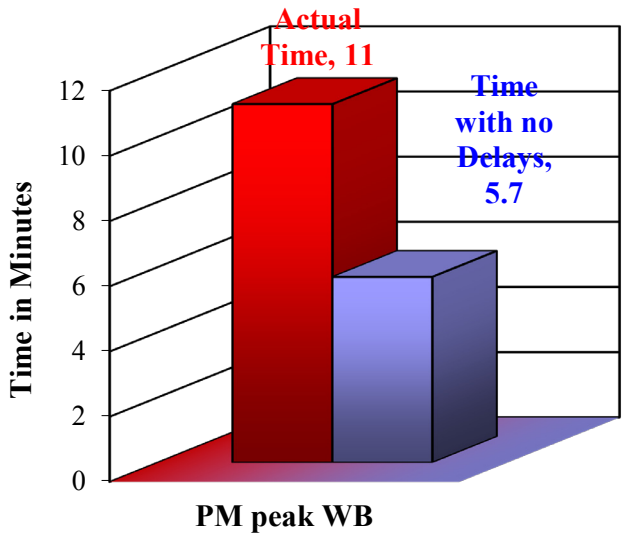
Figure 40

Coliseum Boulevard
Westbound





Travel Time with the Greatest Amount of delay



Travel Speed with the Greatest Amount of delay

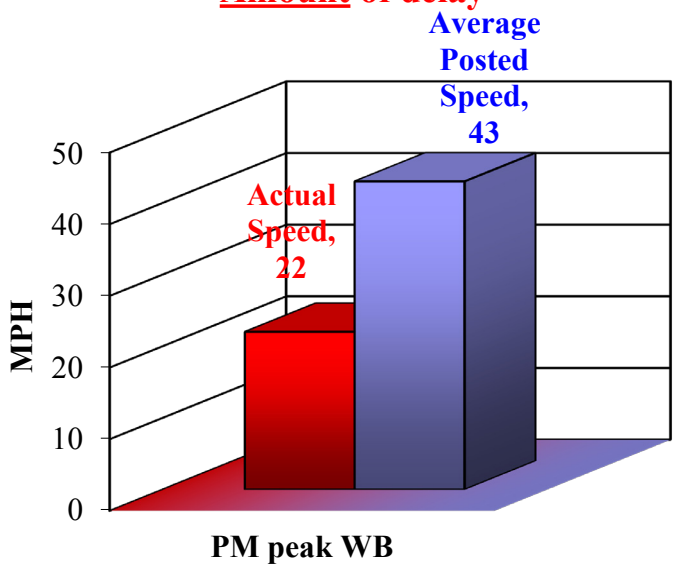
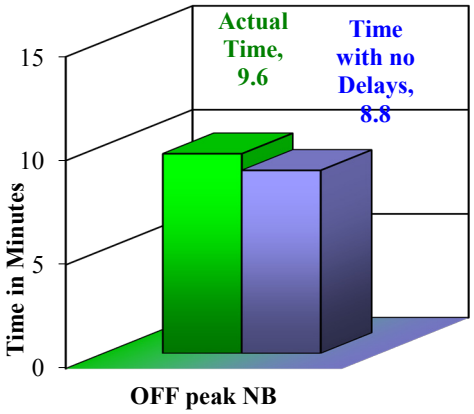


Figure 41

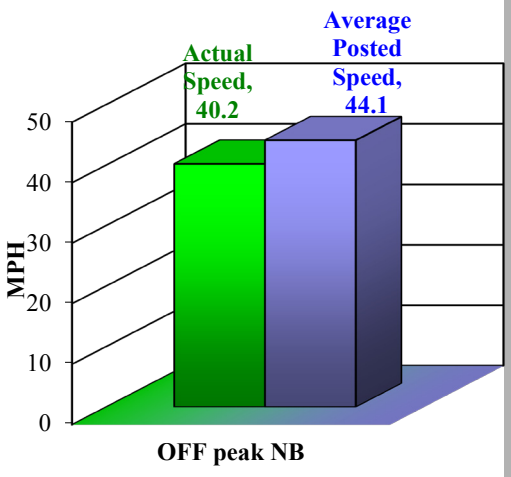
Coldwater Road
AM Peak

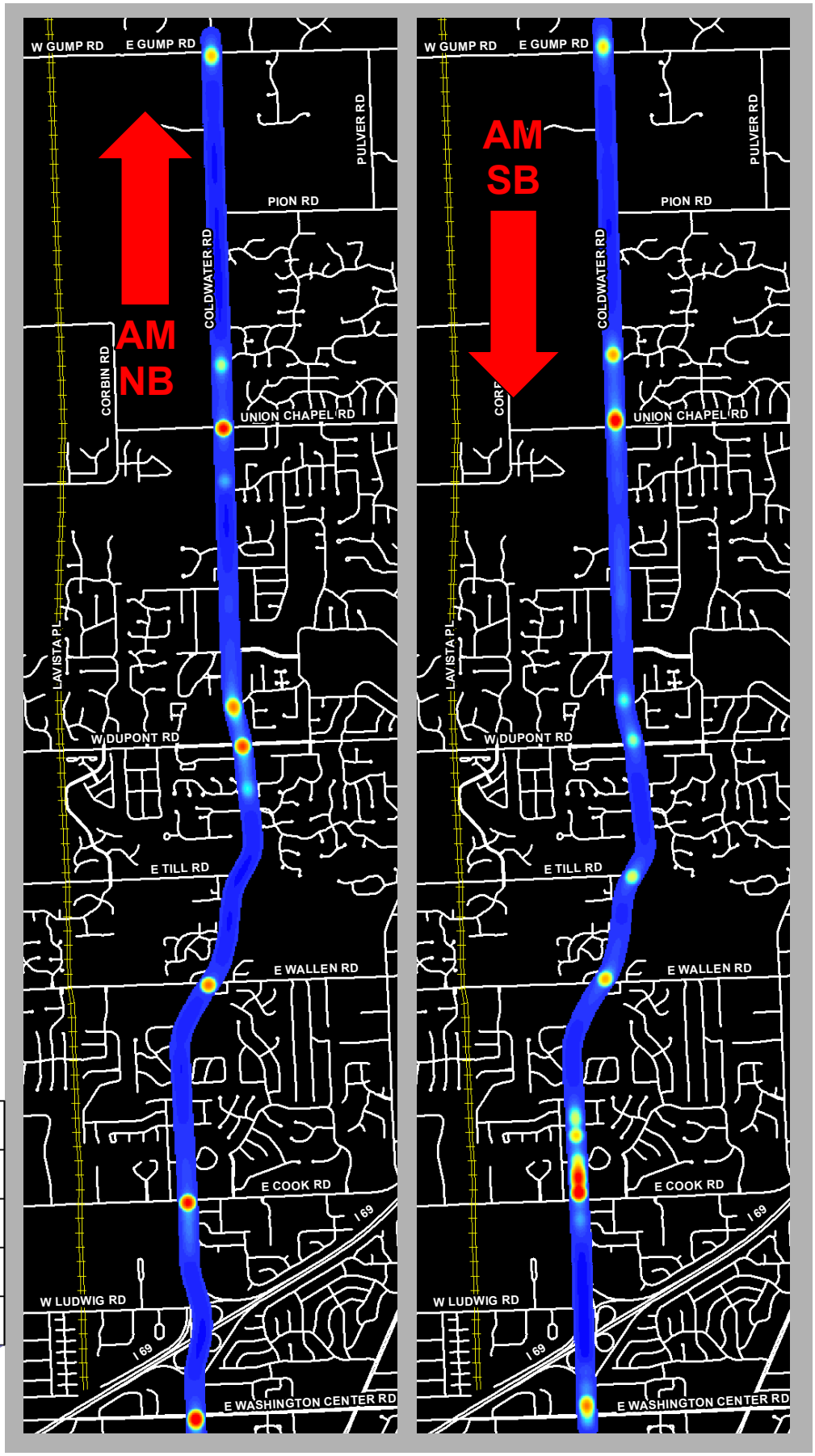
*Off Peak Travel Times are not shown graphically.

Travel Time with the Least Amount of delay



Travel Speed with the Least Amount of delay





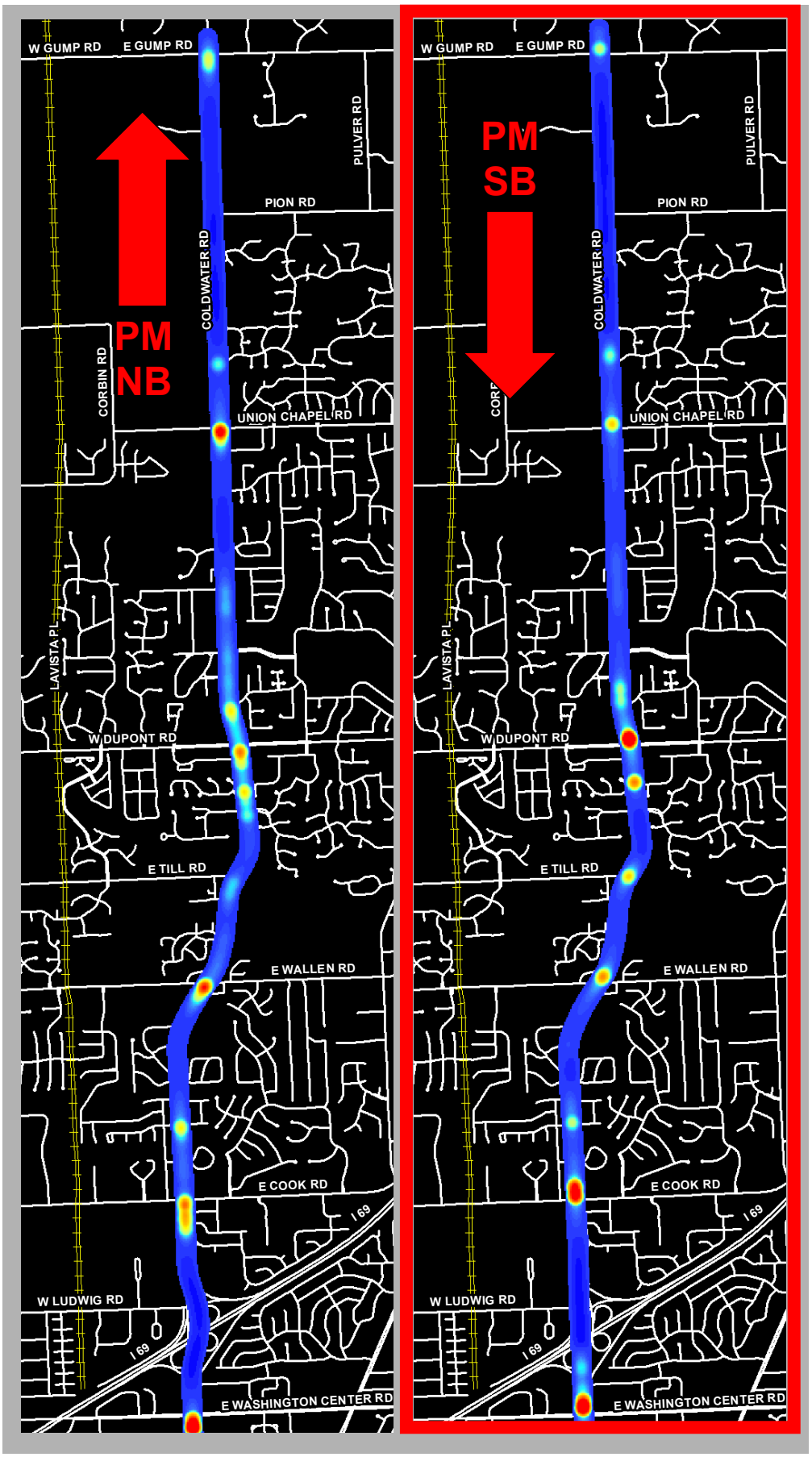
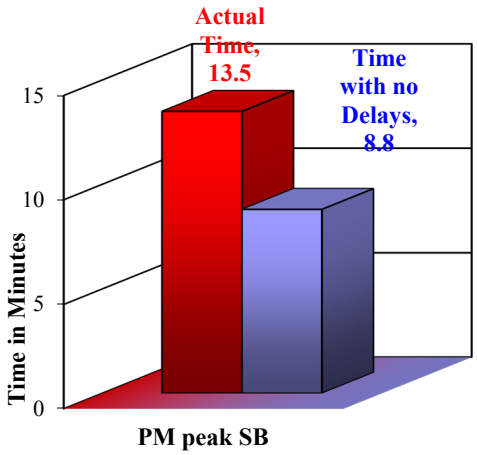


Figure 42

Coldwater Road
PM Peak

Travel Time with the Greatest Amount of delay



Travel Speed with the Greatest Amount of delay

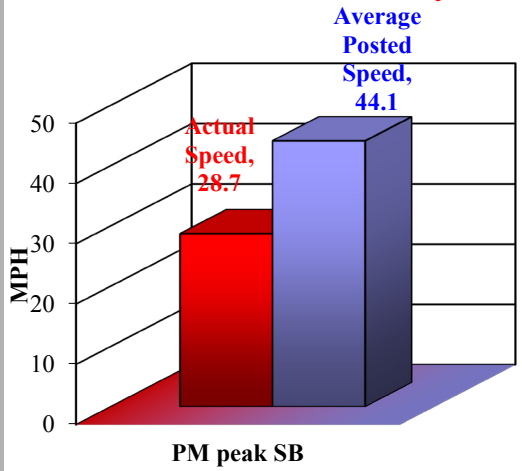
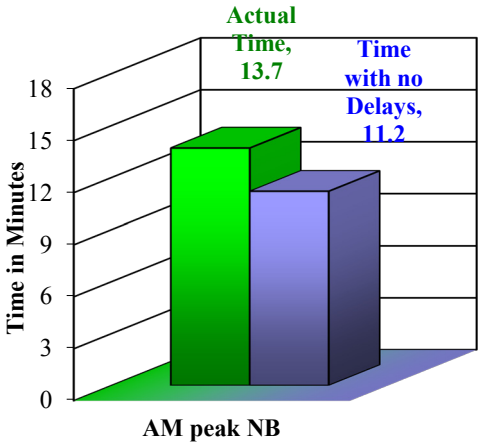


Figure 43

Adams Center Road / Maplecrest Road
AM Peak

Travel Time with the Least Amount of delay



Travel Speed with the Least Amount of delay

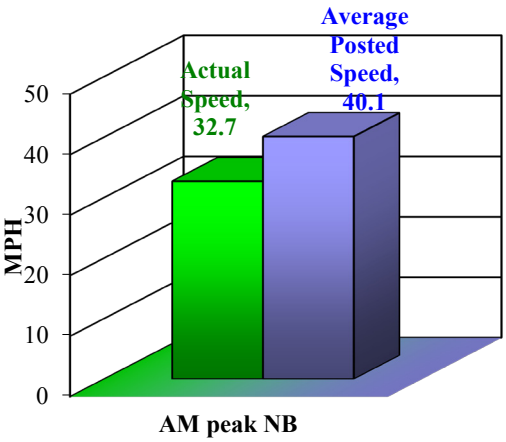
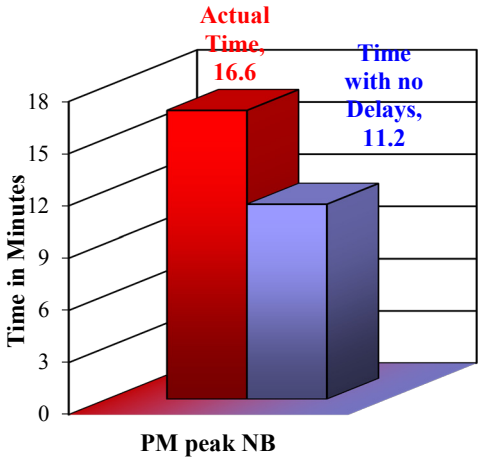


Figure 44

Adams Center Road / Maplecrest Road
PM Peak

Travel Time with the Greatest Amount of delay



Travel Speed with the Greatest Amount of delay

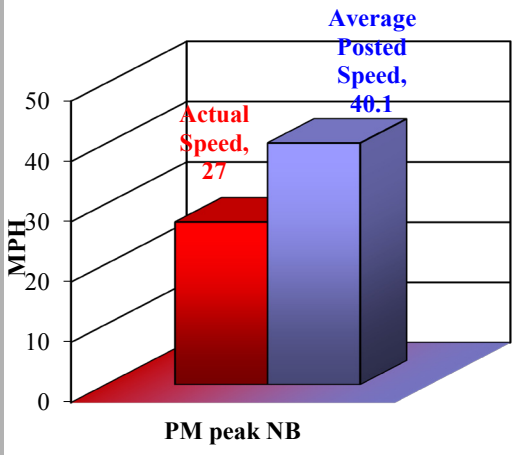


Figure 45

Main Street / Lake Avenue / Columbia Avenue
AM Peak Eastbound

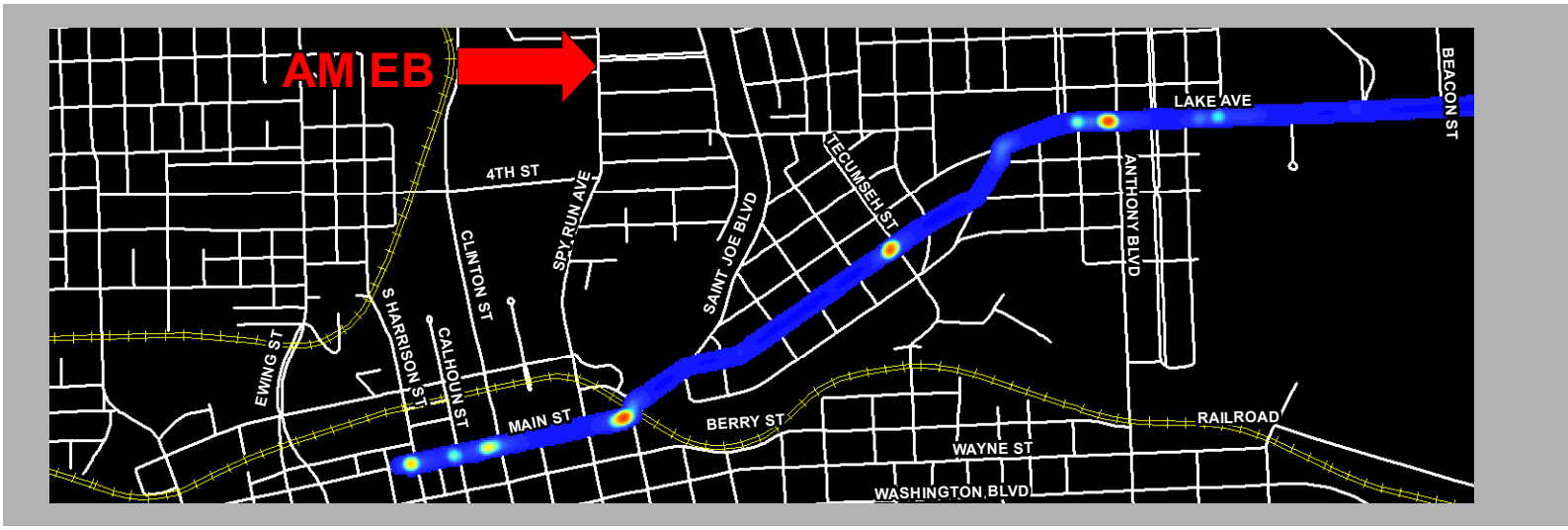
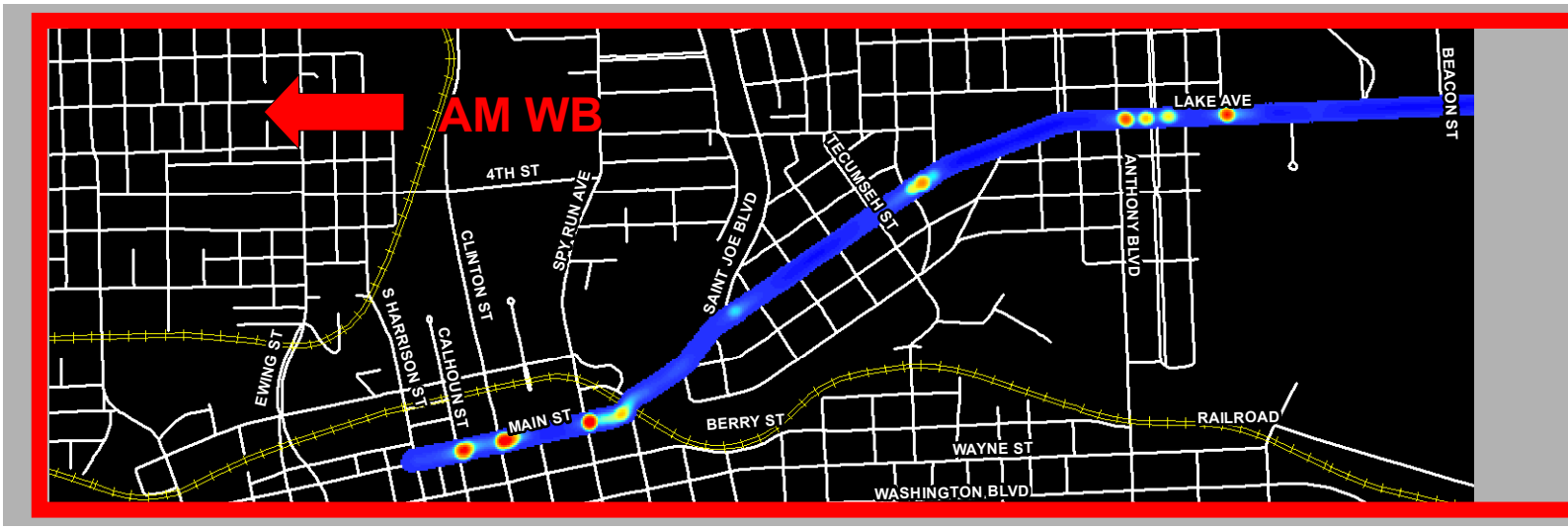
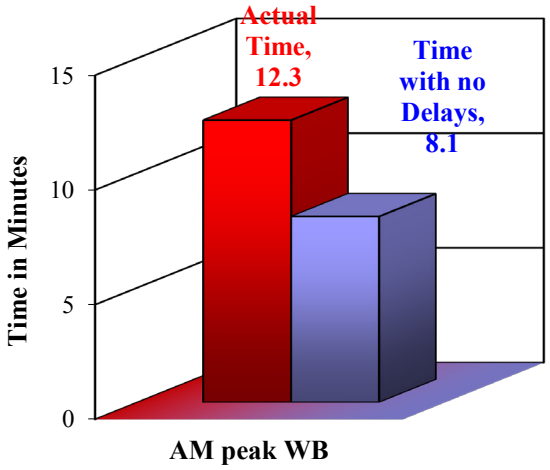


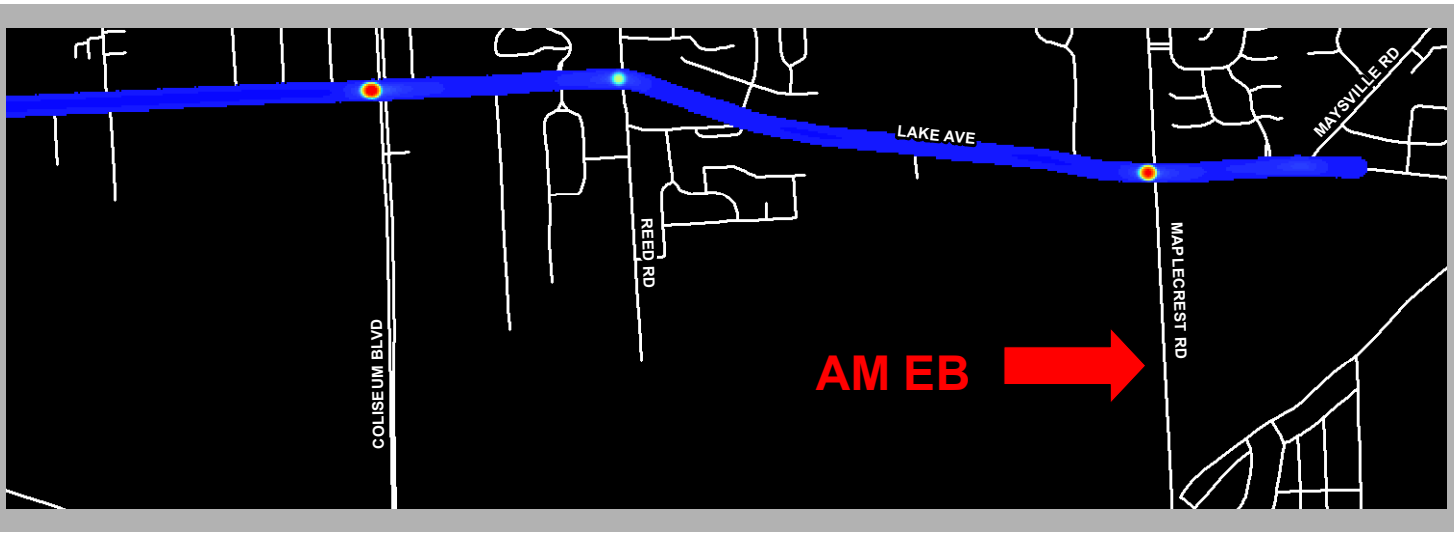
Figure 46

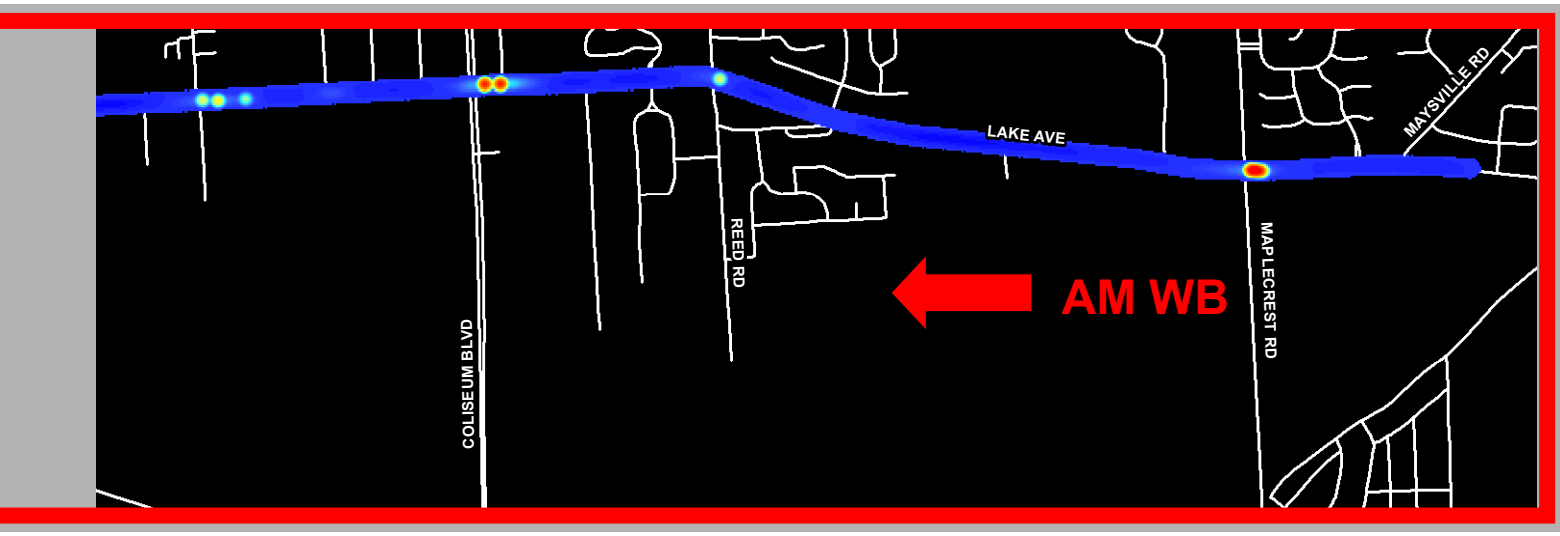
Main Street / Lake Avenue / Columbia Avenue
AM Peak Westbound



Travel Time with the Greatest Amount of delay







Travel Speed with the Greatest Amount of delay

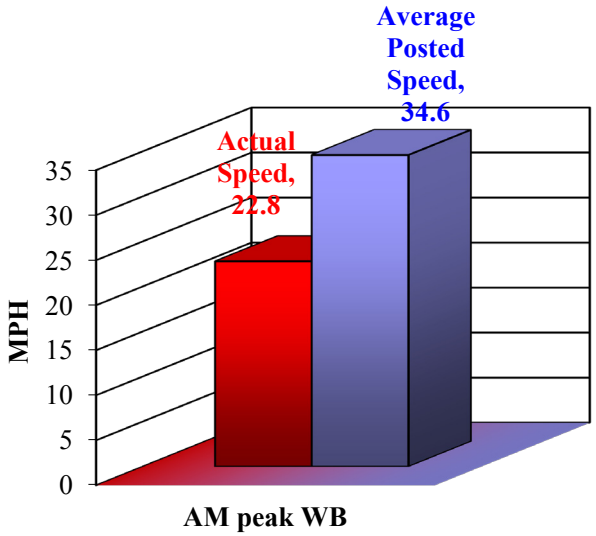


Figure 47

Main Street / Lake Avenue / Columbia Avenue
PM Peak Eastbound

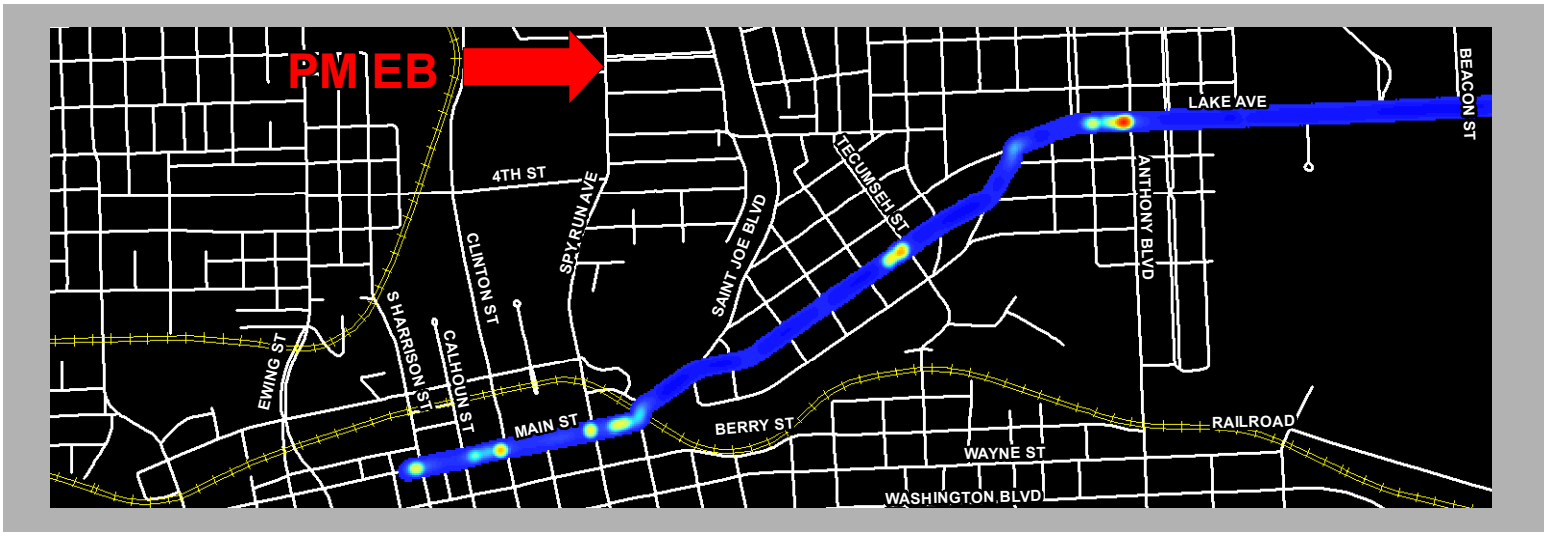
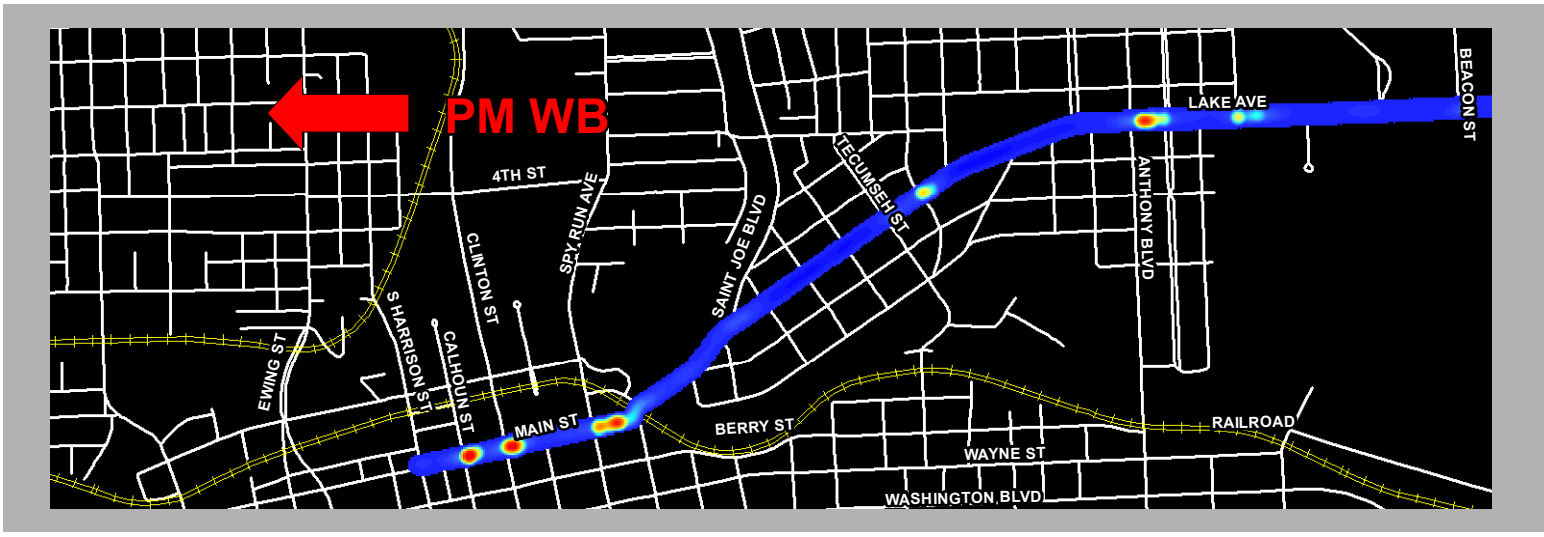


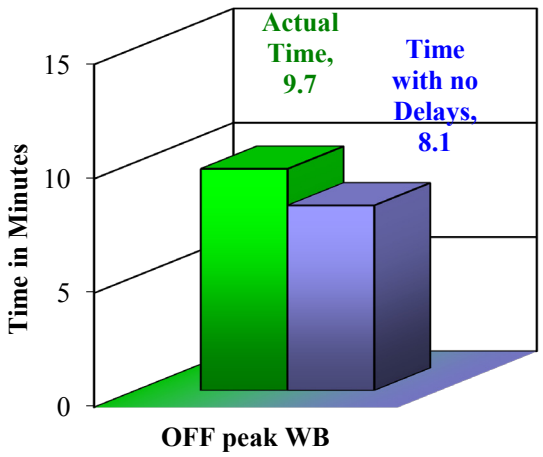
Figure 48

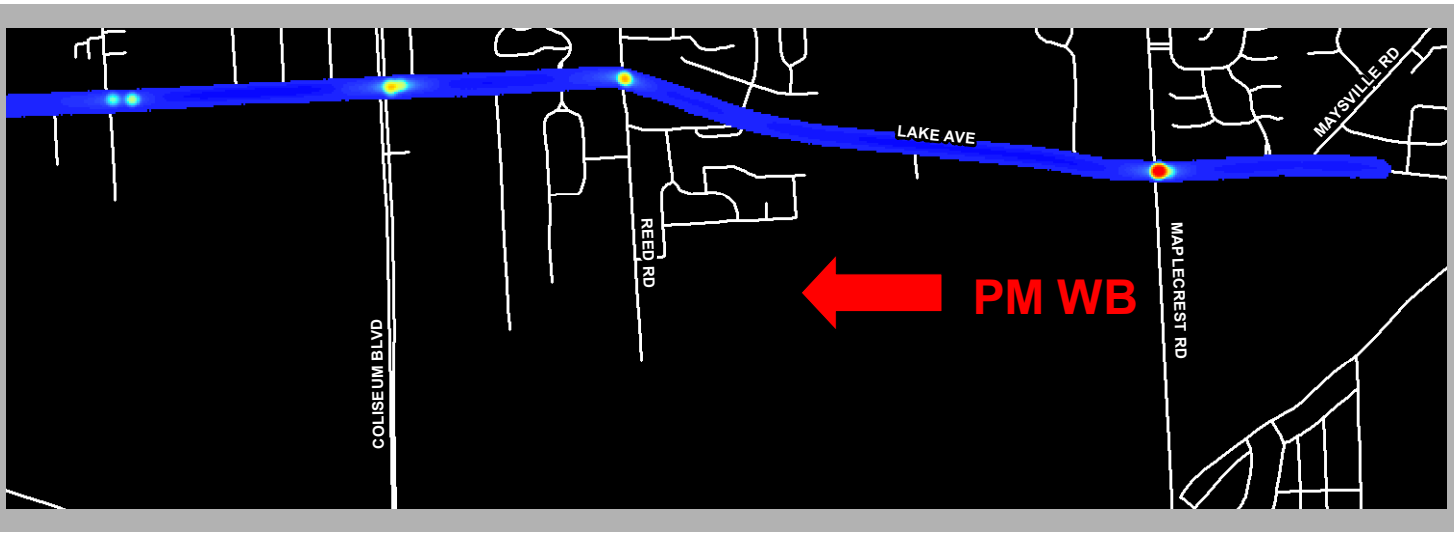
Main Street / Lake Avenue / Columbia Avenue
PM Peak Westbound



Travel Time with the Least Amount of delay

***Off Peak Travel Times are not shown graphically.**





Travel Speed with the Least Amount of delay

***Off Peak Travel Times are not shown graphically.**

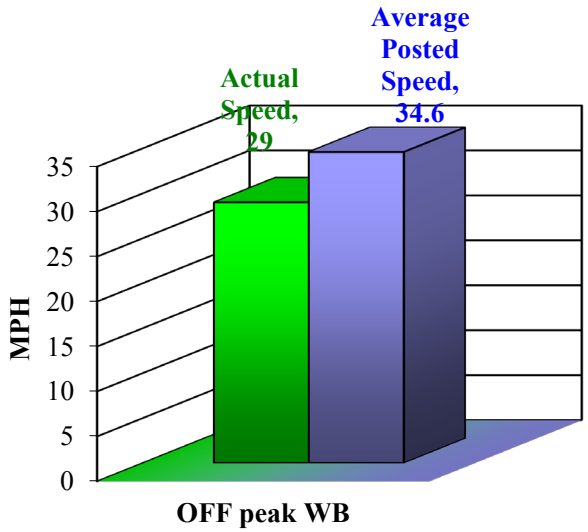
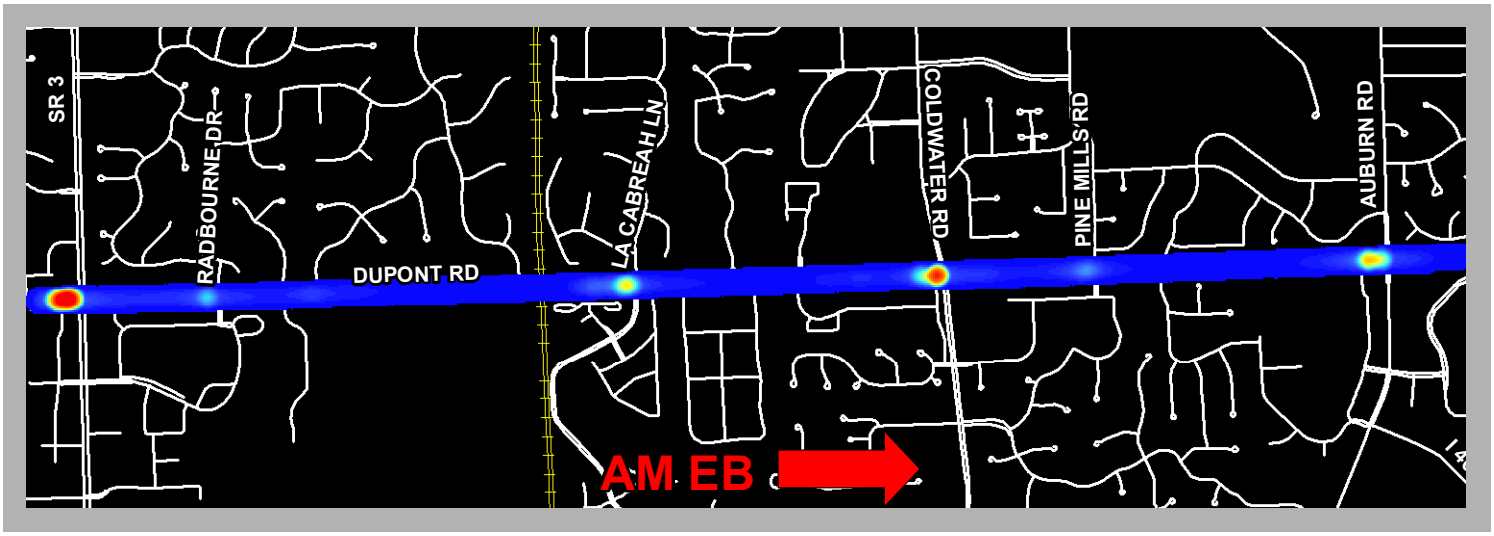
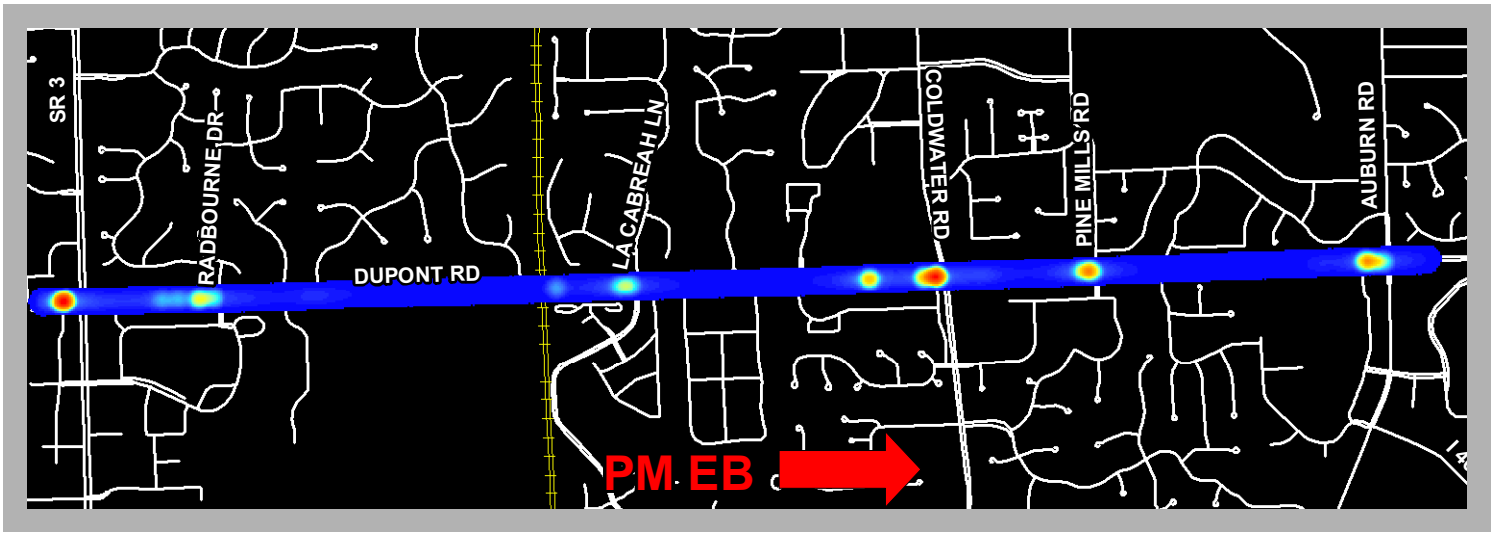


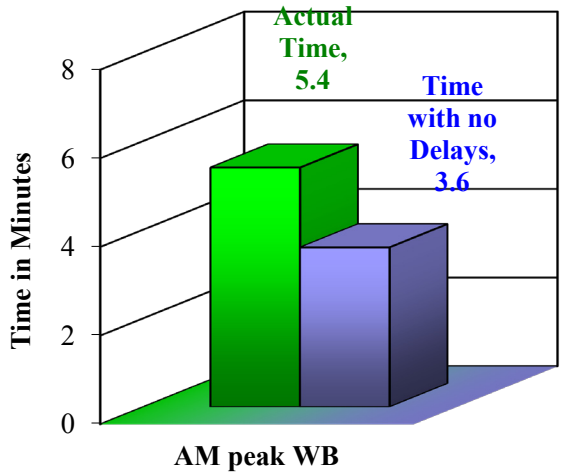
Figure 49

Dupont Road
Eastbound





Travel Time with the Least Amount of delay



Travel Speed with the Least Amount of delay

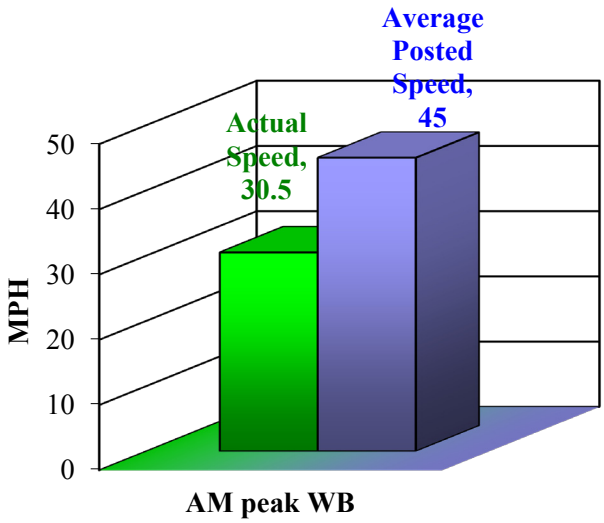
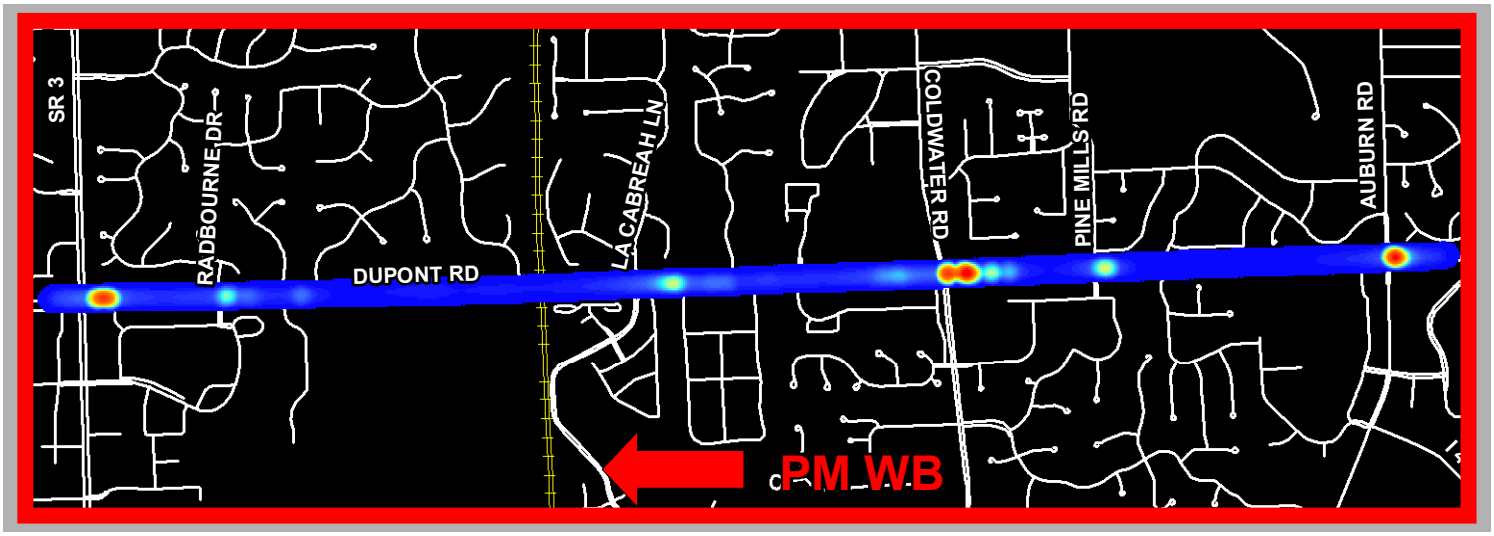
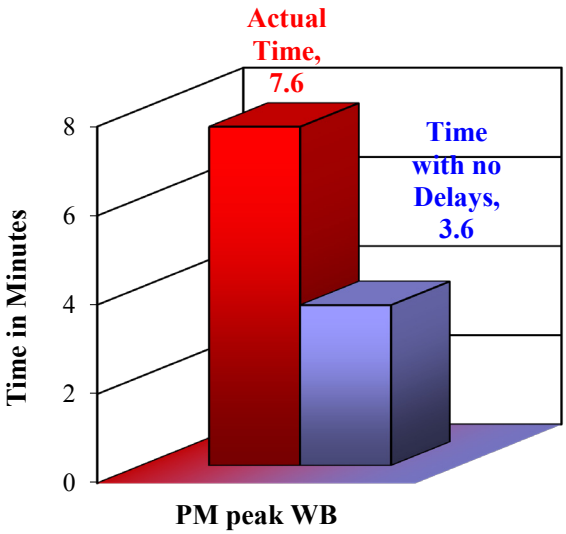


Figure 50

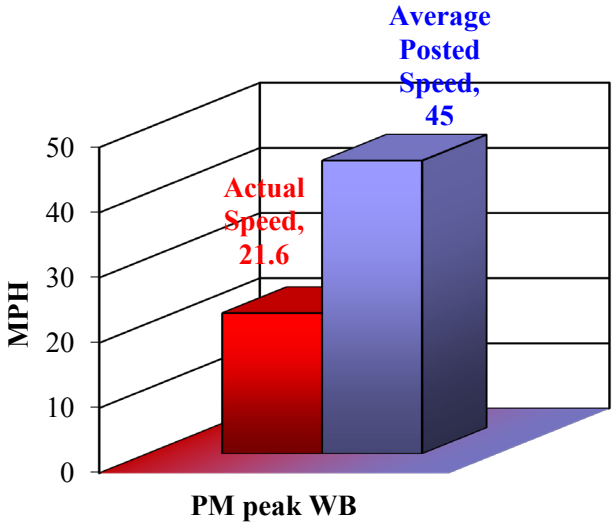
Dupont Road
Westbound



Travel Time with the Greatest Amount of delay



Travel Speed with the Greatest Amount of delay



Transportation Improvement Program

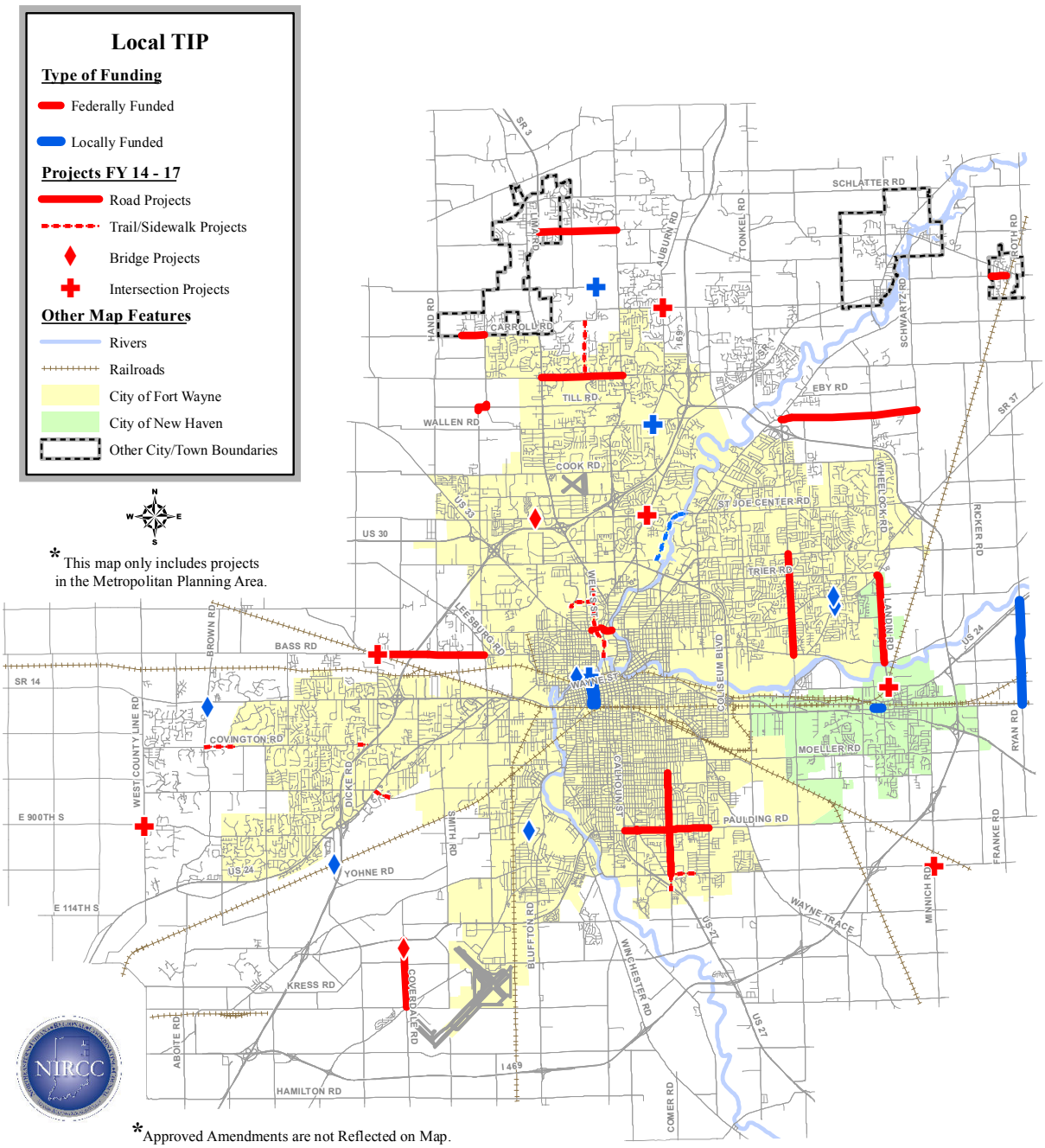
Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2013

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS

NIRCC prepared the Fiscal Year 2014-2017 Transportation Improvement Program. NIRCC has published a Transportation Improvement Program each year since 1977. 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 updated yearly and is used to guide the expenditure of federal funds in our area. Short range and long range (2035) transportation plans including the Indiana Department of Transportation's Capital Improvements Program are used to formulate the TIP. The TIP includes commitments of the City of Fort Wayne, Fort

Figure 51



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

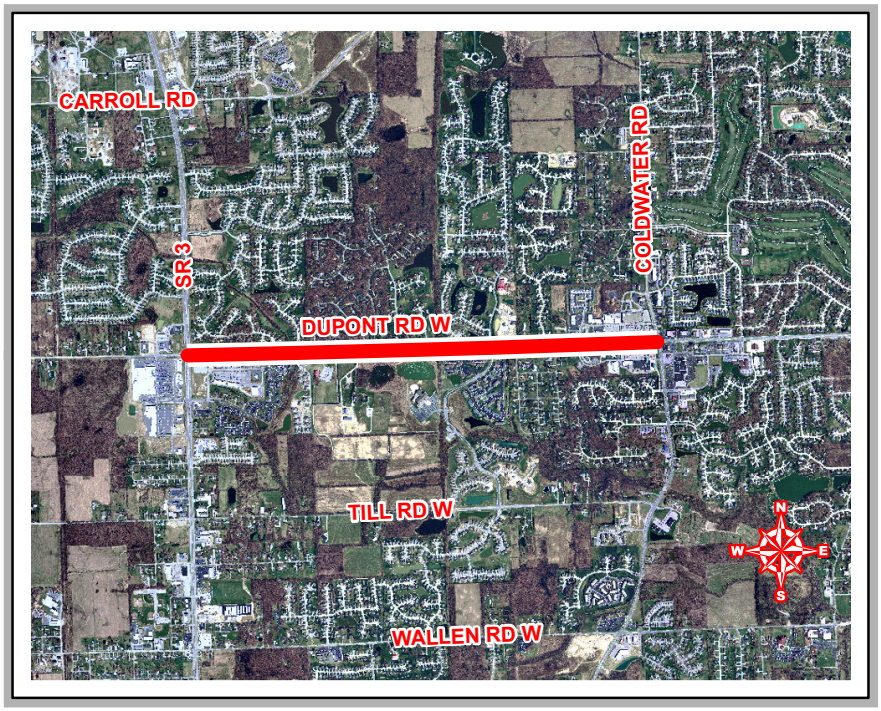


Figure 52

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 53

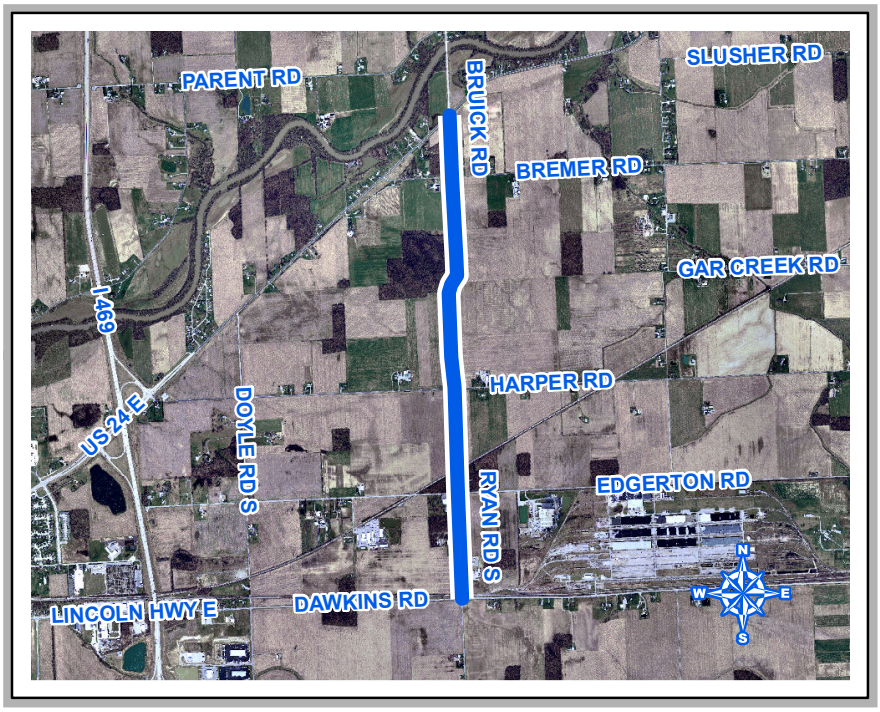


Figure 51 shows the locations of local TIP projects throughout the Metropolitan Planning Area. The local TIP map identifies projects that fit into two different categories. The projects that are colored blue identify projects that utilize only local funds whether it is City of Fort Wayne, City of New Haven, or Allen County. The projects colored red identify projects that utilize matching local funds with federal aid funds. Figures 52 and 53 provide aerial views to show examples of a project utilizing federal aid and a locally funded project. The following pages provide a listing of projects for each fiscal year and the phase for each project. Highway projects are listed on pages 73 through 77, and transit funding is listed on pages 78 through 80.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS LISTED

FUNDING CLASSIFICATIONS

CMAQ - Congestion Mitigation and Air Quality
HES - Hazard Elimination and Safety
HSIP - Highway Safety Improvement Program
JARC – Job Access Reverse Commute
BR - Bridge Funds
RTP - Recreation Trails Program
SRTS - Safe Routes to School
STP - Surface Transportation Program
TE - Transportation Enhancement
TAP - Transportation Alternatives Program

PHASE CLASSIFICATIONS

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

AGENCY CLASSIFICATIONS

AC - Allen County
GR - Grabill
NH - New Haven
FW - Fort Wayne
HT - Huntertown
FWT - Fort Wayne Trails

Local TIP Projects for FY 2013

URBAN PROJECTS

LOCATION *Project Description FY 13**	LPA	Phase	Funding Type
Bass Rd & Hadley Rd	AC	RW	CMAQ
Intersection Improvement			
Bethel Rd / Huguenard Rd / Till Rd	AC	RW	CMAQ
Intersection Realignment			
Covington Rd Trail - Ladue lane to I-69 Bridge	FW	CN	CMAQ
New Trail Construction			
Engle Rd Trail: Jefferson Blvd to Towpath Trail	FW	RW	TE/TAP
New Trail Construction			
Flutter Rd - Maplecrest Rd to Schwartz Rd	AC	CN	CMAQ/
Road Reconstruction/Realignment			STP
Landin Rd: North River Rd to Maysville Rd	NH	RW	STP
Road Reconstruction/Realignment			
Maplecrest Rd - Lake Ave to State Blvd	FW	RW	STP
Road Reconstruction			
Union Chapel Rd & Auburn Rd	AC	CN	CMAQ
Intersection Improvement			

*These projects are programmed for FY 13. However, depending on funding and letting dates, these project(s) may move to FY 14.

Local TIP Projects for FY 2014-2017

URBAN PROJECTS

LOCATION *Project Description FY 14*	LPA	Phase	Funding Type
Allen County Bridges	AC	PE	BR
Bridge Inspections			
Bass Rd & Hadley Rd	AC	CN	CMAQ/
Intersection Improvement			STP
Bass Rd - Shakespeare Blvd to Clifty Parkway	AC	RW	STP
Road Reconstruction			
Bethel Rd / Huguenard Rd / Till Rd	AC	CN	CMAQ
Intersection Realignment			
Bridge Guardrail Treatments - various locations	AC	PE	HSIP
Guardrail Improvements		CN	
Clinton St & Washington Center Rd	FW	PE	CMAQ
Intersection Improvement			
Dupont Rd - Lima Rd (SR 3) to Coldwater Rd	FW	RW	STP
Added Travel Lanes			
Engle Rd Trail: Jefferson Blvd to Towpath Trail	FW	CN	TE/TAP
New Trail Construction			
Gump Rd - SR 3 to Coldwater Rd	AC	CN	STP
Road Reconstruction			
Landin Rd: North River Rd to Maysville Rd	NH	CN	STP
Road Reconstruction/Realignment			
Liberty Mills Rd & County Line Rd	AC	PE	CMAQ
Intersection Improvement			
Maplecrest Rd - Lake Ave to State Blvd	FW	CN	STP
Road Reconstruction			
Maplecrest Rd - State Blvd to Stellhorn Rd	FW	PE	STP
Road Reconstruction			
Paulding Rd - Hessen Cassel Rd to Lafayette St	FW	PE	HSIP
Road Reconstruction			
Pufferbelly Trail - Dupont Rd to Carroll Rd	FWT	RW	Local
New Trail Construction	FWT	CN	RTP
Pufferbelly Trail - Fourth St to Fernhill Ave	FW	RW	TE
New Trail Construction			
St Joseph Ctr Rd/Washington Ctr Rd - Clinton St to Campus Ct	FW	PE	CMAQ
Center-Left Turn Lane and Intersection Improvements			
State Blvd - Spy Run Ave to Cass	FW	RW	STP
Added Travel Lanes			
Washington Center Rd - Bridge over Spy Run Creek	AC	PE	STP
Bridge Reconstruction			

LOCATION *Project Description FY 15*	LPA	Phase	Funding Type
Anthony Blvd: Tillman Rd to Rudisill Blvd	FW	PE	STP
Road Reconstruction			
Broadway, Landin Rd and Rose Ave Intersection	NH	PE	CMAQ-
Intersection Improvement			Pending
Clinton St - Left-Turn Lane Alignment Package	FW	PE	HSIP-
Intersection Improvement			Pending
Covington Rd Trail: Beal-Taylor Ditch to West Hamilton Rd	FW	CN	TE
New Trail Construction			
Liberty Mills Rd & County Line Rd	AC	RW	CMAQ
Intersection Improvement			
Paulding Rd - Hessen Cassel Rd to Lafayette St	FW	CN	HSIP
Road Reconstruction			
Pufferbelly Trail - Fourth St to Fernhill Ave	FW	CN	TE
New Trail Construction			
St Joseph Ctr Rd/Washington Ctr Rd - Clinton St to Campus Ct	FW	RW	CMAQ
Center-Left Turn Lane and Intersection Improvements			
Six Mile Creek Trail	FW	CN	TE
New Trail Construction			
State Blvd - Spy Run Ave to Clinton St	FW	CN	STP
Added Travel Lanes			

LOCATION *Project Description FY 16*	LPA	Phase	Funding Type
Allen County Bridges	AC	PE	BR
Bridge Inspections			
Bass Rd - Shakespeare Blvd to Clifty Parkway	AC	CN	STP
Road Reconstruction			
Bass Rd - Clifty Parkway to Thomas Rd	AC	RW	STP
Road Reconstruction			
Clinton St - Left-Turn Lane Alignment Package	FW	CN	HSIP-
Intersection Improvement			Pending
Dupont Rd - Lima Rd (SR 3) to Coldwater Rd	FW	CN	TAP/
Added Travel Lanes & Pedestrian Underpass			STP
Maplecrest Rd - State Blvd to Stellhorn Rd	FW	RW	STP
Road Reconstruction			
State Blvd - Clinton St to Cass St (Phase 2)	FW	CN	CMAQ/
Added Travel Lanes/New Bridge/Pedestrian Bridge			STP
Washington Center Rd - Bridge over Spy Run Creek	AC	RW	STP
Bridge Reconstruction			

LOCATION *Project Description FY 17*	LPA	Phase	Funding Type
Anthony Blvd - Tillman Rd to Paulding Rd (Phase I)	FW	CN	STP
Road Reconstruction			
Broadway, Landin Rd and Rose Ave Intersection	NH	RW	CMAQ-
Intersection Improvement			Pending
Liberty Mills Rd & County Line Rd	AC	CN	CMAQ
Intersection Improvement			
St Joseph Ctr Rd/Washington Ctr Rd - Clinton St to Campus Ct	FW	CN	CMAQ
Center-Left Turn Lane and Intersection Improvements			

RURAL PROJECTS

LOCATION *Project Description FY 14*	LPA	Phase	Funding Type
Carroll Rd - Preserve Blvd to Bethel Rd	HT	RW	Group IV
Road Reconstruction			
Coverdale Rd - from Indianapolis Rd to Airport Exp	AC	CN	Group IV
Road Reconstruction - includes small structure replacements			
Coverdale Rd - Bridge #231 over Robinson-Brindle Ditch	AC	CN	Group IV
Bridge Replacement			
Minnich Rd and Tillman Rd	AC	PE	HSIP
Intersection Improvement			

LOCATION *Project Description FY 15*	LPA	Phase	Funding Type
2nd Street - Shoal Ln to Main St	GR	CN	Group IV
Road Reconstruction			
Carroll Rd - Preserve Blvd to Bethel Rd	HT	CN	Group IV
Road Reconstruction			

LOCAL PROJECTS - (NO FEDERAL FUNDING)

LOCATION *Project Description FY 14*	LPA	Phase
Auburn Rd & Wallen Rd	AC	CN
Intersection Improvement w/bridge modification		
Belle Vista Blvd - Bridge #502 over Fairfield Ditch	AC	CN
Bridge Rehabilitation		
Ellison Rd - Bridge #228 over Graham-McCulloch Ditch	AC	CN
New Bridge Construction, including bridge sidewalk		
Fairfield Ave/Ewing St	FW	CN
One-way to Two-way Streets		

Hathaway Rd & Corbin Rd	AC	CN
Intersection Improvement		
Johnny Appleseed Trail - California Rd to St Joe Center Rd	FW	CN
New Trail Construction		
Maysville Rd - Stellhorn Rd to Meijer Dr	FW	PE
Road Widening and Center Turn Lane with Pedestrain Facilities		
Maysville Rd - Bridge #528 over Bullerman Ditch	AC	CN
Bridge Rehabilitation and widening, bridge sidewalk		
Ryan Rd/Bruick Rd - Dawkins Rd to US 24	AC	RW
Road Reconstruction		
South St - West St to State St	NH	CN
Reconstruction of sidewalks, curbs, driveway approaches and pavement		
State St - Bridge #319 over Bullerman Ditch	AC	CN
Bridge Rehabilitation and widening, bridge sidewalk		
Van Buren St - Bridge over St Mary's River	AC	CN
Bridge Rehabilitation		
West Hamilton Rd - Bridge #221 over Beal-Taylor Ditch	AC	CN
Bridge Rehabilitation and widening, bridge sidewalk		
Winchester Rd - Bridge #261 over Nickleson Creek	AC	CN
Bridge Rehabilitation and widening		

LOCATION *Project Description FY 15*	**LPA**	**Phase**
Maysville Rd - Stellhorn Rd to Meijer Dr	FW	RW
Road Widening and Center Turn Lane with Pedestrain Facilities		

LOCATION *Project Description FY 16*	**LPA**	**Phase**
Maysville Rd - Stellhorn Rd to Meijer Dr	FW	RW
Road Widening and Center Turn Lane with Pedestrain Facilities		

LOCATION *Project Description FY* TBD	**LPA**	**Phase**
Ryan Rd/Bruick Rd - Dawkins Rd to US 24	AC	CN
Road Reconstruction		

FEDERAL TRANSIT ADMINISTRATION

Section 5307, 5339 and 5340 - Funds

Fort Wayne Public Transportation Corporation

FY 2014

Capital Equipment Purchases (Section 5307 and 5340 Funds)

One (1) Heavy Duty Replacement Hybrid Buses
One (1) Replacement Minibus (Body on Chassis) ACCESS
Computer/Office Equipment
AVL/Communication Hardware/Subscription Cost
Other Maintenance Equipment
Transit Enhancements

Capital Equipment Purchases (Section 5339 Funds)

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

Additional Operating Funds

CMAQ - Transit Awareness
JARC - Low incomeTransportation to and from work
New Freedom - Transportation Above & Beyond ADA Requirements

Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307)
Complimentary Paratransit Costs (Section 5307)
5307 Special Rules Operations

FEDERAL TRANSIT ADMINISTRATION

Section 5307, 5339 and 5340 - Funds

Fort Wayne Public Transportation Corporation

FY 2015

Capital Equipment Purchases (Section 5307 and 5340 Funds)

Four(4) Heavy Duty Replacement Hybrid Buses
Four (4) Replacement Minibus (Body on Chassis) FLEX Route
Computer/Office Equipment
AVL/Communication Hardware/Subscription Cost
Other Maintenance Equipment
Transit Enhancements

Additional Operating Funds

JARC - Low incomeTransportation to and from work

Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307)
Complimentary Paratransit Costs (Section 5307)

FEDERAL TRANSIT ADMINISTRATION

Section 5307, 5339 and 5340 - Funds

Fort Wayne Public Transportation Corporation

FY 2016

Capital Equipment Purchases (Section 5307 and 5340 Funds)

Two (2) Replacement Light-Duty Transit Vehicles
One (1) Heavy Duty Replacement Hybrid Buses
Computer/Office Equipment
AVL/Communication Hardware/Subscription Cost
Other Maintenance Equipment
Transit Enhancements

Capital Equipment Purchases (Section 5339 funds)

One (1) Replacement Light-Duty Transit Vehicles
One (1) Replacement Minibus (Body on Chassis)

Additional Operating Funds

JARC - Low incomeTransportation to and from work

Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307)
Complimentary Paratransit Costs (Section 5307)

FEDERAL TRANSIT ADMINISTRATION

Section 5307, 5339 and 5340 - Funds

Fort Wayne Public Transportation Corporation

FY 2017

Capital Equipment Purchases (Section 5307 and 5340 Funds)

Six (6) Replacement Minibus (Body on Chassis) ACCESS
One (1) Heavy Duty Replacement Hybrid Buses
Computer/Office Equipment
AVL/Communication Hardware/Subscription Cost
Other Maintenance Equipment
Transit Enhancements

Capital Equipment Purchases (Section 5339 funds)

One (1) Replacement Minibus (Body on Chassis) FLEX Route
Two (2) Replacement Minibus (Body on Chassis) ACCESS

Additional Operating Funds

JARC - Low incomeTransportation to and from work

Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307)
Complimentary Paratransit Costs (Section 5307)

FEDERAL TRANSIT ADMINISTRATION

Section 5311 Funds

FY 2014

2013 Funding Cycle

Allen County Council on Aging

Operating Funds

FEDERAL TRANSIT ADMINISTRATION

Section 5310 Funds

FY 2014

2013 Funding Cycle

1. **Community Transportation Network**

   One (1) Medium Transit Vehicle

2. **Community Transportation Network**

   One (1) Type C Passenger Van

FEDERAL TRANSIT ADMINISTRATION

Section 5310 Funds

FY 2013

2012 Funding Cycle

1. **Community Transportation Network**

   One (1) Medium Transit Vehicle

2. **Community Transportation Network**

   One (1) Large Transit Vehicle

Quarterly Review Meetings

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2013

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 our Transportation Improvement Program (TIP). The Indiana Department of Transportation's (INDOT) quarterly report is due the 20th of the month following the end of the quarter. NIRCC's quarterly review meeting is scheduled 10 days to 2 weeks after the INDOT date.

The INDOT quarterly report is filled out by the consultant and submitted to the LPA for review and approval. Once the LPA approves the report it is then sent to the Fort Wayne District office of INDOT and a copy is also sent to NIRCC.

Information from the INDOT quarterly report is reviewed by NIRCC staff and then entered into the NIRCC quarterly review sheet. The INDOT and NIRCC quarterly review sheets are very similar. The most noted difference is that at the top of the NIRCC quarterly review sheet is the project's funding information as it is programmed in the TIP. See an example of NIRCC's quarterly review sheet in Figure 54 on the next page.

All the projects are reviewed in one day. Fifteen minutes are allotted per project. The LPA and consultant are requested to attend the meeting. If the consultant is located outside of Fort Wayne they are able to call into the meeting rather than attending.

In addition to the LPA and consultant attending the meeting, others invited include INDOT representatives with planning and programming, right of way representatives from INDOT, and Federal Highway Administration (FHWA) representatives. 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, items completed and problems if any. 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 54

Bethel-Huguenard-Till Intersection

DES # 1005320

TIP	Project Phase	Estimated Cost	Year	Federal Share	State Share	Local Share
2014-2017	PE*	264,800	2011	211,840	0	52,960
CMAQ	RW	200,000	2013	160,000	0	40,000
	CN	1,612,500	2014	1,290,000	0	322,500
	Total	2,077,300		1,661,840	0	415,460

*includes supplemental

	Initial Report		Previous Report	Current Report	Current Change	Overall Change
Project Cost	Apr-11		Jul-13	Oct-13		
a. Preliminary Engineering	$243,050		$264,800	$264,800	$0	$21,750
b. Right of Way Acq cost	$150,000		$200,000	$200,000	$0	$50,000
c. Reimbursable Utility cost						
d. Construction cost	$1,435,000		$1,336,670	$1,336,670	$0	-$98,330
e. Constr. Eng & Inspect. cost	$215,000		$200,500	$200,500	$0	-$14,500
f. Contingency			$76,860	$76,860	$0	
Total cost	**$2,043,050**		**$2,078,830**	**$2,078,830**	$0	-$41,080

Schedule		Jul-13	Oct-13
Ready for contracts date	unknown	2/26/2014	2/26/2014

Environmental document

Type: **Federal CE** est. completion date: 5/25/2012

Land acquisition		Jul-13	Oct-13
est. completion date:	12/13/2013	Total #	# secured
	parcels	**10**	0	2 pending

Permits	needed:	401	404	Rule 5
	approved:	X	X	pending

ERC LPA: *Mike Thornson* Certified thru: *6/11/2015*

Consultant: *Aaron Ott* Certified thru: *5/10/2014*

Milestones	Actual Start Date	Actual Completion Date	Actual Days	LPA Initiative Days	Percent Complete/Comment
Project Authorized	3/4/10	8/24/10	173	180	100%
Start Plan Develop	11/12/10	11/12/10	0	30	100%
Stage 1 Design	11/12/10	5/11/11	180	90	100%
Prelim Field Check	8/12/11	9/7/11	26	30	100%
Stage 2 Design	5/11/11	11/23/11	196	215	100%
Environmental Doc.	11/10/10	5/25/12	562	365	100%
RW Clear	5/13/12	12/13/13	579	180	80%
Stage 3 Design	7/12/12	12/13/13	519	180	90%
Ready for Contracts		2/26/14		60	0%
Letting		5/7/14			

Oct 2013 The negotiation and buying is nearly complete. Thus far, eight of ten parcels have accepted offers. The proposed dates in the project schedule have not changed since the 4th quarterly report of 2012.

ADA (Americans with Disabilities Act) Transition Plans

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2013

ADA (AMERICANS WITH DISABILITIES ACT) TRANSITION PLANS

The Americans with Disabilities Act (ADA) of 1990 is a civil rights statute that prohibits discrimination against people who have disabilities. There are five separate Titles (sections) of this Act relating to different aspects of potential discrimination. Title II of this Act specifically addresses the subject of making public services and public transportation accessible to those with disabilities. With the advent of ADA, designing and constructing facilities for public use that are not accessible by people with disabilities constitutes discrimination.

ADA applies to all facilities, including both facilities built before and after 1990. As a result LPAs (Local Public Agencies) are required to perform self-evaluations of their current facilities relative to the accessibility requirements of the ADA. The agencies are then required to develop a Program Access Plan, or Transition Plan, to address any deficiencies. The Plan is intended to achieve the following:

- Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities,
- Describe the methods to be used to make the facilities accessible,
- Provide a schedule for making the access modifications, and
- Identify the public officials responsible for implementation of the Transition Plan.

The requirements of the ADA apply to all public entities or agencies, no matter the size. The transition plan formal procedures as outlined in 28 C.F.R. section 35.150 only govern those public entities with more than 50 employees but the obligation to have some planning method to make facilities ADA-accessible is required for all public entities. The Plan is required to be updated periodically until all accessibility barriers are removed. These requirements must be met by LPAs to be eligible for federal assistance and grants.

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.

To accomplish this NIRCC researched and collected information on current ADA standards and procedures. NIRCC continued to assist LPAs with ADA requirements. Local Public Agencies that were assisted in FY 2013 included Fort Wayne, Allen County, DeKalb County, Wells County, Bluffton, Ossian, Corunna, Geneva and St Joe. Additionally

information was also provided through phone and email conversations with many LPAs throughout FY 2013. Communities where sidewalk and ramp inventories were collected and processed included Corunna, Geneva, Bluffton and St Joe. Transition Plans were then created and included the inventories collected from each community.

Figures 55 - 57 give examples of some of the inventories created for the transition plans and how grades were given for compliance of ADA standards.

Figure 55

CR 11A

Ramps				Assessment					Compliance Date
CR 11A	Grade	Location	Description	Pts for Rating	Ped Destinations	Public Interest	Local Priority	Total	
1 A	B	CR 11A & CR 23	Ramp leads pedestrians into the middle of the intersection	1	1	0	2	4	
2 G	F	CR 11A ramp across from Auburn Auction Park	Completely broken up and falling apart	3	1	0	2	6	

Sidewalks				Assessment					Compliance Date
CR 11A	Grade	Location	Description	Pts for Rating	Ped Destinations	Public Interest	Local Priority	Total	
1 N	A	North side of CR 11A from I-69 to 200' West of CR 23							
2	B	North side of CR 11A from 200' West of CR 23 to CR 23	Cross slope 2.25%-2.95%	1	1	0	2	4	
3	B	South side of CR 11A from I-69 to CR 23	Cross slope 2.25%-3.6%	1	1	0	2	4	

DeKalb County Bridges

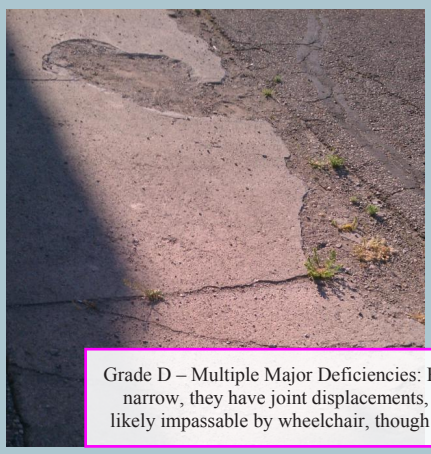
Sidewalks				Assessment					Compliance Date
Bridge	Grade	Location	Description	Pts for Rating	Ped Destinations	Public Interest	Local Priority	Total	
1 N	B	Bridge #16 near intersection of CR 23 & Auburn Rd	Cross slope 2.1%-3%	1	0	0	0	1	
2 N	A	North side of Bridge #502 on 1st St in Auburn							
2 S	A	South side of Bridge #502 on 1st St in Auburn							
3 N	C	North side of Bridge #501 on 9th St in Auburn	Width 3.3', Vertical displacements >0.5"	2	1	0	0	3	
3 S	C	South side of Bridge #501 on 9th St in Auburn	Width 3.3', Vertical displacements >0.5"	2	1	0	0	3	
4 N	A	North side of Bridge #18 on E 19th St in Auburn							
4 S	A	South side of Bridge #18 on E 19th St in Auburn							

Figure 56
Examples of Sidewalk Grade Ratings

Grade A – Complies with all standards.

Grade B – Minor Deficiency: For instance, the sidewalk shown here has a cross slope greater than 2%.

Grade C – Major Deficiency: For instance, the sidewalk shown here is too narrow and has joint displacements making it complicated to navigate by wheelchair, though still passable for someone walking.

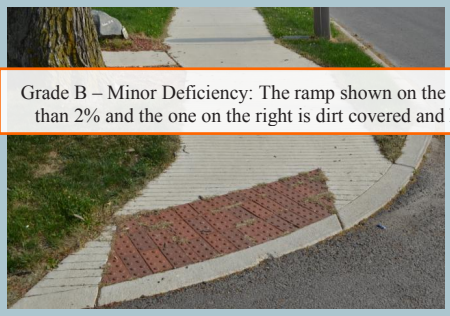


Grade D – Multiple Major Deficiencies: For instance, the sidewalks shown here are too narrow, they have joint displacements, rough/cracked surfaces, and gaps making it likely impassable by wheelchair, though a fit walker could still navigate the sidewalk.

Grade F – Not present, broken, and/or impassable.

Figure 57
Examples of Curb Ramp Grade Ratings

Grade A – Complies with all standards.



Grade B – Minor Deficiency: The ramp shown on the left has a cross slope greater than 2% and the one on the right is dirt covered and has no detectable warning.

Grade C – Major Deficiency: The ramp shown here is too narrow, doesn't have a detectable warning, and has a joint displacement.

Grade D – Multiple Major Deficiencies: The ramps shown here are too narrow, they have joint displacements, bad cross slopes, and no detectable warnings.

Grade F – Not present, broken, and/or impassable.

Safety Management System

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2013

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 2013 NIRCC obtained all crash records that occurred in Allen County during 2012. The data was extracted from the Indiana State Police database ARIES (Automated Reporting Information Exchange System). Staff worked to "code" each crash location with like descriptions to ensure that all crashes occurring at a specific site were grouped together. Crash descriptions were reviewed for spelling and alphabetical order resulting in a listing of crashes that could be summarized to identify a total number of crashes at various geographical points. 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 2012 crash data and included it in the crash database, NIRCC combined the 2012 crash data with the 2010 and 2011 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 58, 59, and 60 display the densities of crash frequencies for the Fort Wayne, New Haven, and the Allen County area.

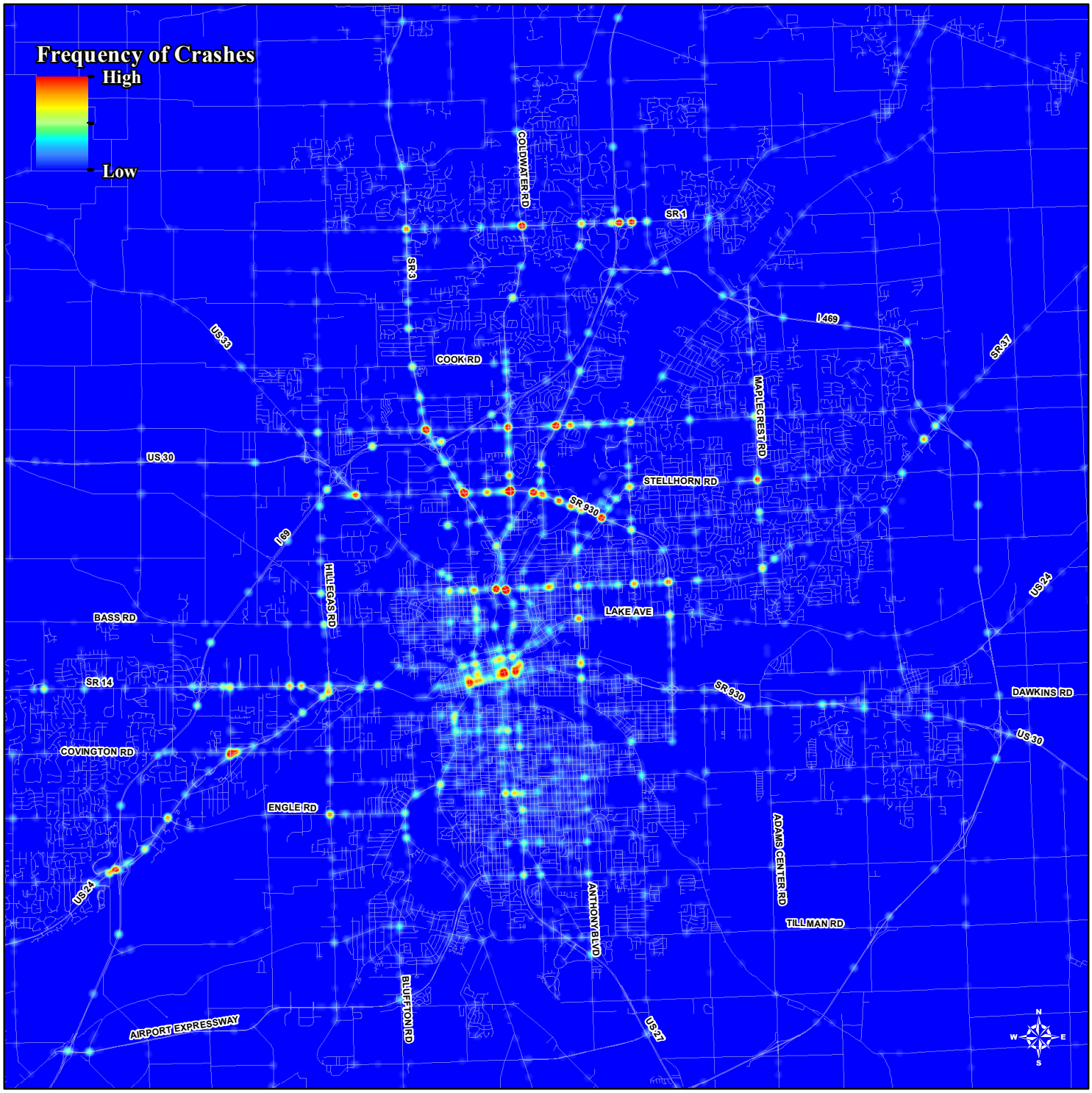
Annual Summary and Listing of Crash Locations

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

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

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

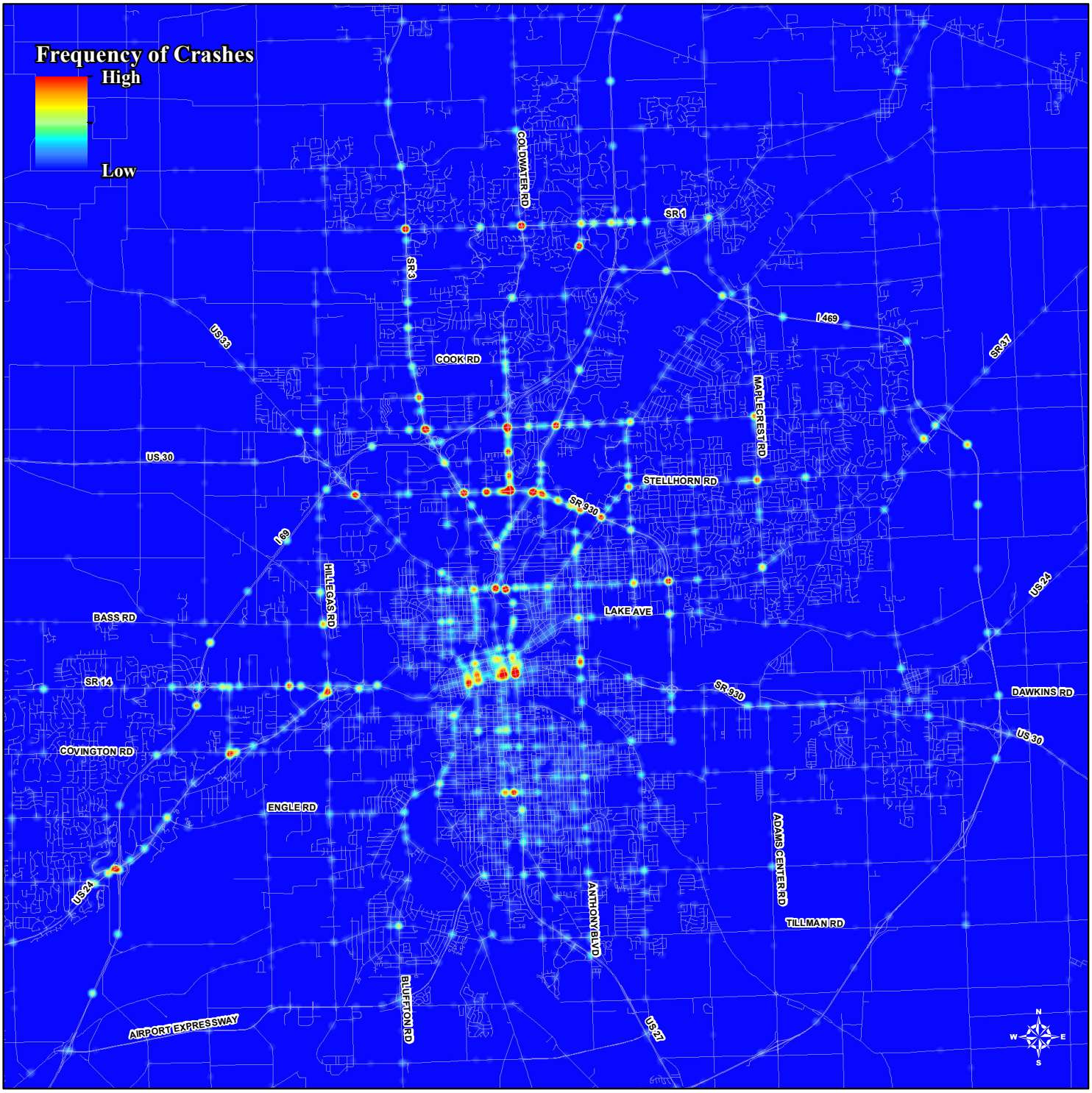
Figure 58 - 2012 Crash Data



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

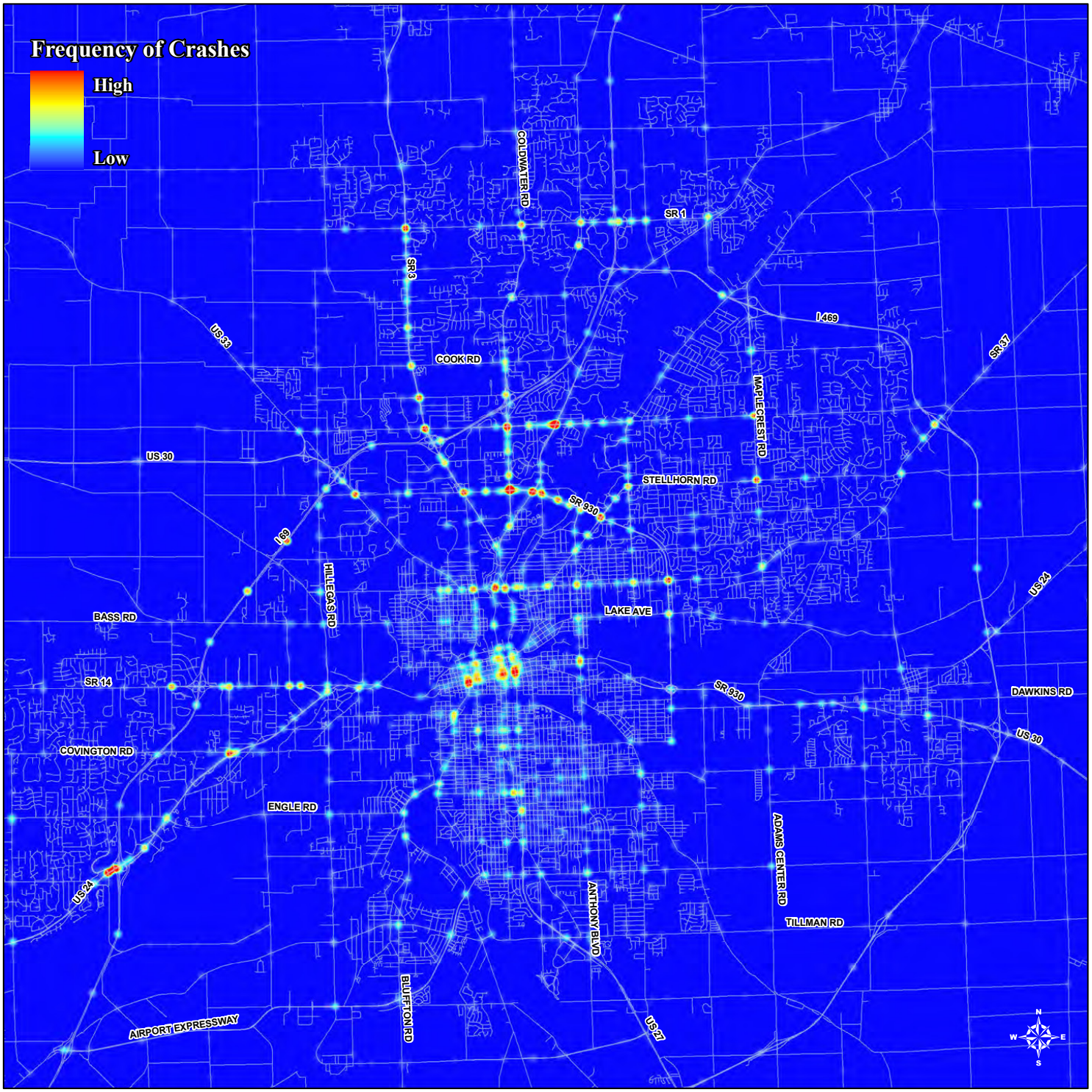
High frequency crash locations were defined as those with an annual crash frequency greater than or equal to seven (7).

Figure 59 - 2011 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 60 - 2010 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 2013 staff reviewed all the crash location listings created for 2010, 2011, and 2012 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 2010, 2011, and 2012. These locations were then reviewed using crash rates and HAT (Hazard Analysis Tool) software developed by the Indiana Department of Transportation and Purdue University.

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

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

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

Bicycle and Pedestrian Crash Summary Report (2009 to 2011)

In Fiscal Year 2013 the Northeastern Indiana Regional Coordinating Council completed an analysis of all crashes involving a motor vehicle with a pedestrian or bicycle within Allen County over the past three years. In recent years Allen County has significantly increased its bicycle and pedestrian infrastructure. As bicycle and pedestrian facilities continue to be constructed and added to our transportation network the interaction between motor vehicles and bicyclists/ pedestrians continues to increase as well.

Bicyclists and pedestrians are often referred to as "vulnerable road users" because of the severe disadvantage of protection in the event of a collision with a motor vehicle. For planners and engineers it is important to determine how to address existing issues to ensure that bicyclists and pedestrians can safely co-exist on public roadways within our community. This overview highlights some of the data that NIRCC included in the Bicycle and Pedestrian Crash Summary Report. The crash data used to conduct this analysis only included years 2009 through 2011.

In Figure 61 you can get an idea about Allen County's total number of collisions per year and how many collisions involving a motor vehicle with a bicycle or pedestrian occur per year. For the analysis conducted, NIRCC only uses collisions that involve a pedestrian or bicyclist that are in the "public roadway or public right of way". After removing collisions that were on private property the number of collisions drop to the numbers indicated in Figures 62 and 63. Many of these private property collisions that are not included in the analysis occurred in parking lots, people's driveways or yards, and in some instances included people who have been hit inside of a home after a motor vehicle has collided with a house. For planning purposes NIRCC is mostly interested in how collisions occur within Allen County's transportation network and not on private property.

Figure 61

Allen County, In Collisions	2009	2010	2011	3-Year Average
Total Number of Collisions (All)	11265	11337	11378	**11327**
Total Number of Pedestrian Collisions	117	115	117	**116**
Total Number of Bicycle Collisions	71	95	81	**82**

One of the reasons NIRCC is analyzing bicycle and pedestrian collision data is because these crashes involve "vulnerable road users". In Figure 64 you can see pie charts that show how many injuries and fatalities result from collisions with

Figure 62
Pedestrian Collisions

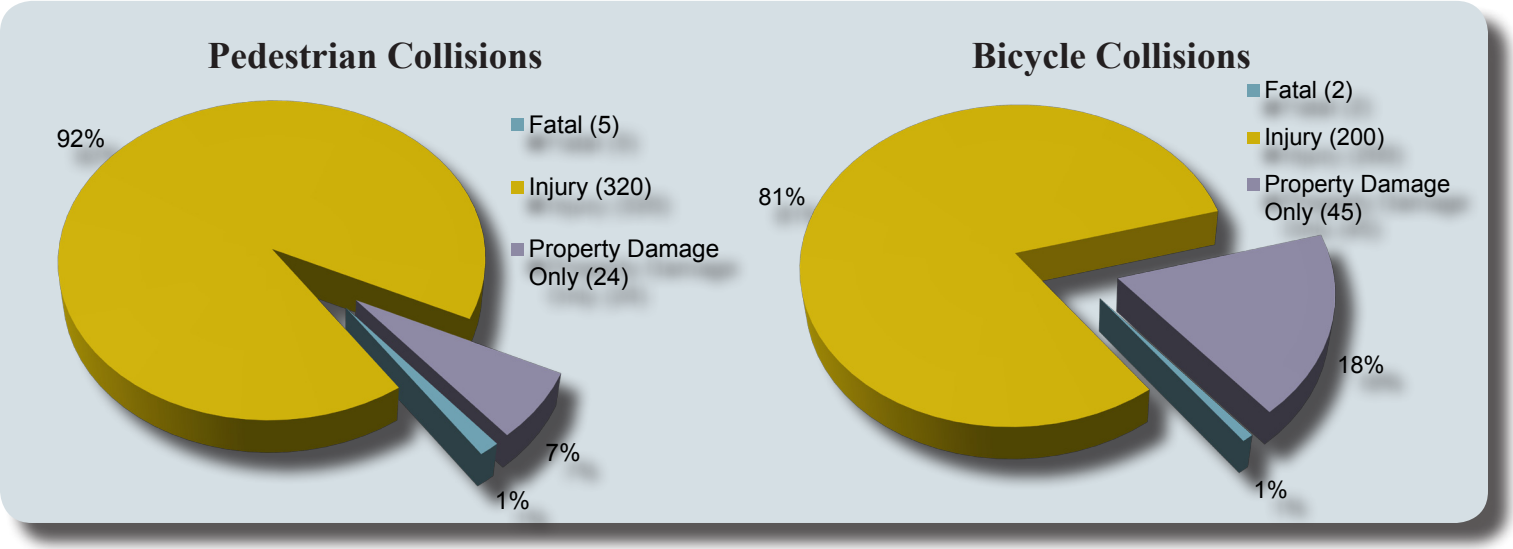
	2009	2010	2011	Total
Total Reported Collisions	117	115	117	**349**
Collisions occurring within the public right-of-way or public roadway	**77**	**65**	**69**	**211**

Figure 63
Bicycle Collisions

	2009	2010	2011	Total
Total Reported Collisions	71	95	81	**247**
Collisions occurring within the public right-of-way or public roadway	**64**	**86**	**75**	**225**

motor vehicles (uses total collisions reported). It is very likely that if a bicyclist or pedestrian is involved in a collision with a motor vehicle that it will lead to a serious injury. The majority of collisions between two motor vehicles results in property damage rather than injury or fatality.

Figure 64



To help plan safe facilities for bicyclists and pedestrians it's important to realize why the collisions are happening and where they are occurring. The tables in Figures 65 and 66 give you a sense of what actions caused each of the collisions and who was the one with the primary fault for the time period of 2009-2011.

As you can see, it is almost equal for total bicyclists or pedestrians at fault compared with drivers of motor vehicles being at fault. One thing that is not clear from the collision reports though is what the primary cause for pedestrians being at-fault in the collision may be. In the collision reports when a pedestrian is at fault it is just noted as a "Pedestrian Action" which means it was the pedestrian action that caused the collision.

One of the main reasons for motorists being at fault in collisions with pedestrians is "Driver Inattention" followed by "Failure to Yield". These are also the 2 main reasons for motorists being involved in collisions with bicyclists. It

Figure 65
Pedestrian Collisions

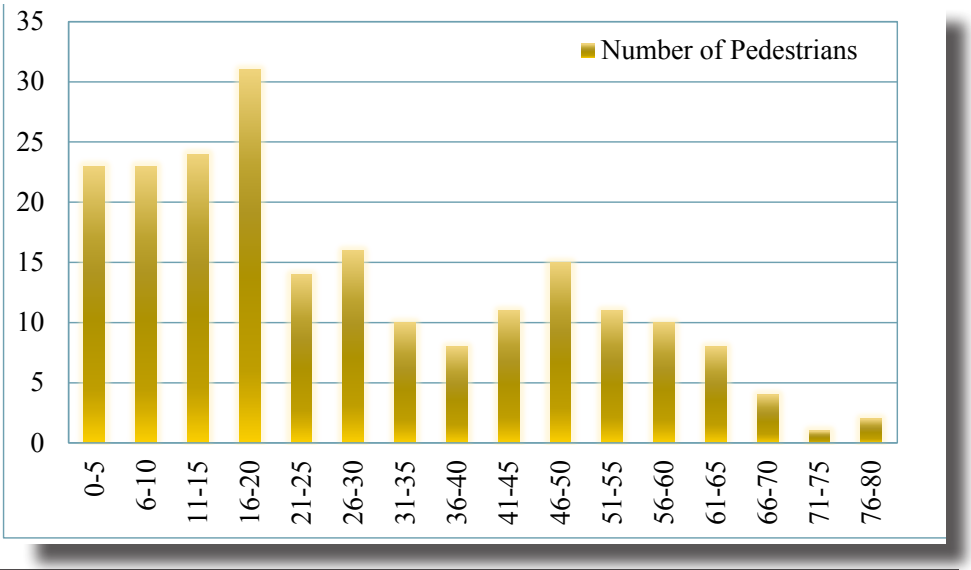
Primary Cause	Motorist At-Fault	Pedestrian At-Fault
Driver Inattention	39	0
Driver Ran off Road	1	0
Failure to Yield	38	0
Improper Passing	3	0
Improper Turning	1	0
Intentional Act	1	0
Other	6	0
Pedestrian Action	0	116
Unsafe Backing	4	0
Unsafe Speed	2	0
Total	**95**	**116**

Figure 66
Bicycle Collisions

Primary Cause	Motorist At-Fault	Bicycle At-Fault
Alcohol	0	1
Bicycle Crossed w/o Looking	0	11
Disregarded Signal	0	22
Driver Inattention	21	2
Failure to Stop	1	11
Failure to Yield	75	39
Following Too Closely	1	0
Improper Lane Movement	1	8
Improper Passing	9	1
Improper Turning	3	4
Other	2	1
Traveling Wrong Direction	0	11
Unknown	1	0
Total	**114**	**111**

seems that when bicyclists are at fault, most of them are traveling in the street with no protected bicycle facility (like bike lanes) followed by the high occurrence of being struck in crosswalks. For pedestrians "Mid-Block Crossings" with no crosswalks are where most collisions with motor vehicles occur. Another word for this type of pedestrian action would be "Jay Walking".

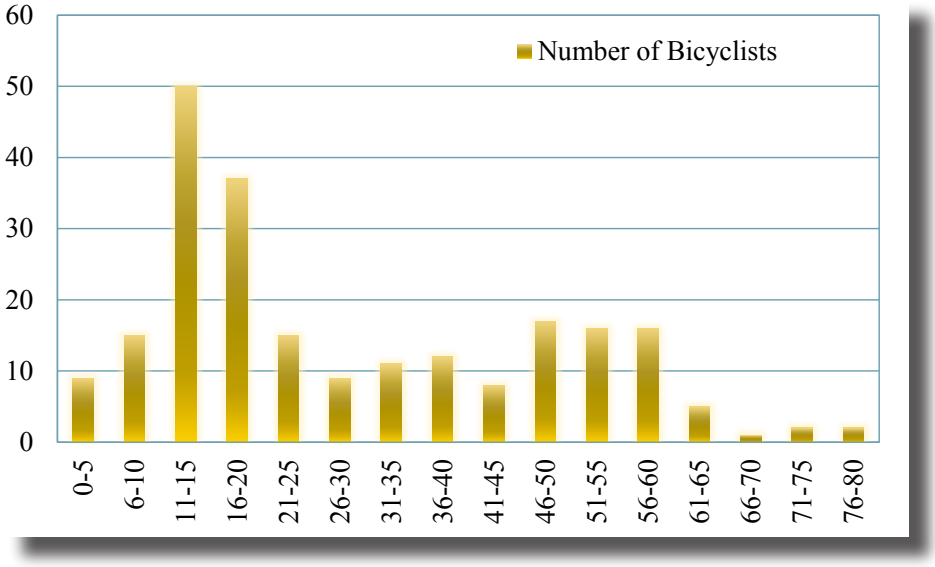
Figure 67



A piece of information that may help target potential audiences for educational opportunities in helping reduce bicycle and pedestrian collisions with motor vehicles is to know the primary ages of people involved in these types of collisions. In Figure 67 you can see that the age of pedestrians involved in a collision are highest for people 16-20 years of age and the largest group would

include people ranging in age from 0-20. For bicyclists involved in collisions the majority of people are between the age of 11 and 20 as you can see in Figure 68.

Figure 68



There is much more data included in the Bicycle and Pedestrian Crash Summary Report (2009-2011) then what has been summarized here. Figures 69-72 give a few more examples of data that is tracked for bicycle and pedestrian crashes. Each year NIRCC intends to generate a new summary report with the same type of data so that this information will continue to be tracked. As a result, this data will be valuable as our community moves forward with creating a more bicycle and pedestrian friendly transportation system.

Figure 69

Pedestrian Collisions by Time of Day	2009	2010	2011	Total
00:00 – 00:59	1	2	1	**4**
01:00 – 01:59	0	2	1	**3**
02:00 – 02:59	1	0	2	**3**
03:00 – 03:59	0	0	1	**1**
04:00 – 04:59	1	1	0	**2**
05:00 – 05:59	0	0	0	**0**
06:00 – 06:59	0	1	4	**5**
07:00 – 07:59	6	3	5	**14**
08:00 – 08:59	3	3	2	**8**
09:00 – 09:59	2	1	0	**3**
10:00 – 10:59	3	2	2	**7**
11:00 – 11:59	2	2	1	**5**
12:00 – 12:59	3	2	2	**7**
13:00 – 13:59	1	1	6	**8**
14:00 – 14:59	5	5	8	**18**
15:00 – 15:59	4	6	10	**20**
16:00 – 16:59	5	11	7	**23**
17:00 – 17:59	8	4	3	**15**
18:00 – 18:59	9	4	2	**15**
19:00 – 19:59	6	7	2	**15**
20:00 – 20:59	5	5	3	**13**
21:00 – 21:59	7	2	2	**11**
22:00 – 22:59	3	0	3	**6**
23:00 – 23:59	2	1	2	**5**
Total	**77**	**65**	**69**	**211**

Figure 70

Bicycle Collisions by Time of Day	2009	2010	2011	Total
00:00 – 00:59	0	0	0	**0**
01:00 – 01:59	0	1	0	**1**
02:00 – 02:59	0	0	1	**1**
03:00 – 03:59	0	0	1	**1**
04:00 – 04:59	0	0	0	**0**
05:00 – 05:59	0	1	1	**2**
06:00 – 06:59	1	1	6	**8**
07:00 – 07:59	3	6	4	**13**
08:00 – 08:59	2	1	2	**5**
09:00 – 09:59	4	4	2	**10**
10:00 – 10:59	1	1	1	**3**
11:00 – 11:59	2	6	2	**10**
12:00 – 12:59	5	3	3	**11**
13:00 – 13:59	7	5	2	**14**
14:00 – 14:59	6	7	6	**19**
15:00 – 15:59	9	1	4	**14**
16:00 – 16:59	7	11	8	**26**
17:00 – 17:59	3	12	9	**24**
18:00 – 18:59	3	7	8	**18**
19:00 – 19:59	2	7	7	**14**
20:00 – 20:59	4	4	2	**10**
21:00 – 21:59	3	4	0	**7**
22:00 – 22:59	1	2	3	**6**
23:00 – 23:59	1	2	3	**6**
Total	**64**	**86**	**75**	**225**

Figure 71

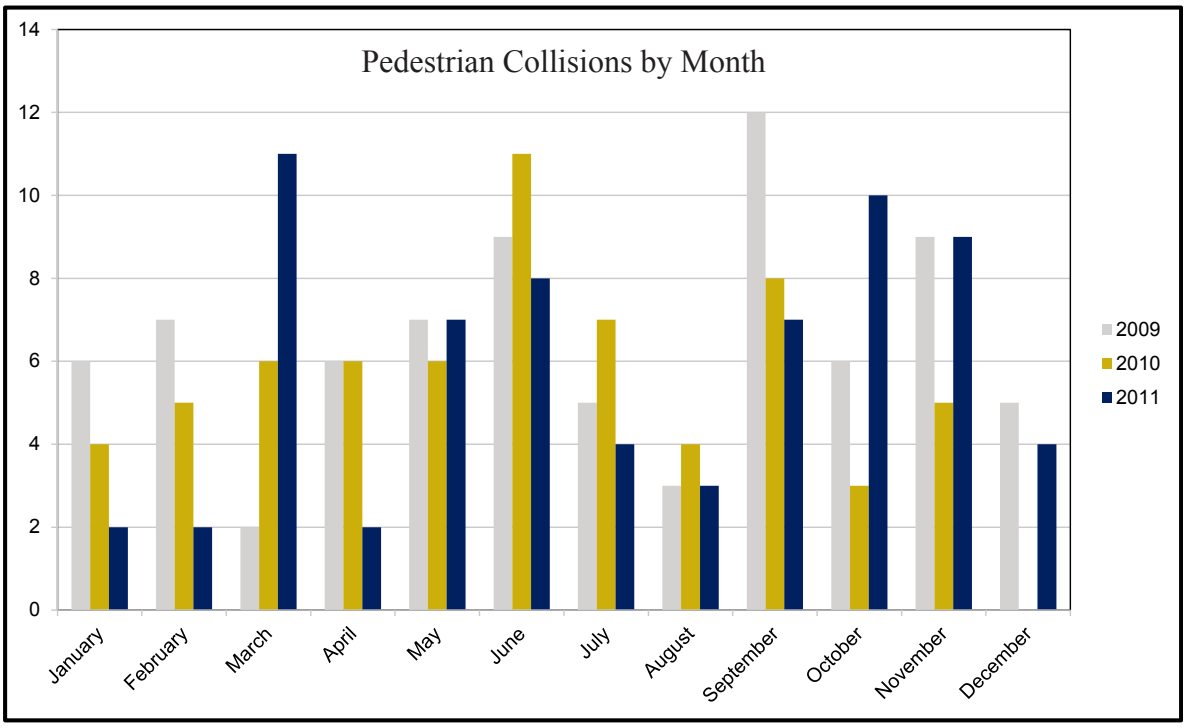
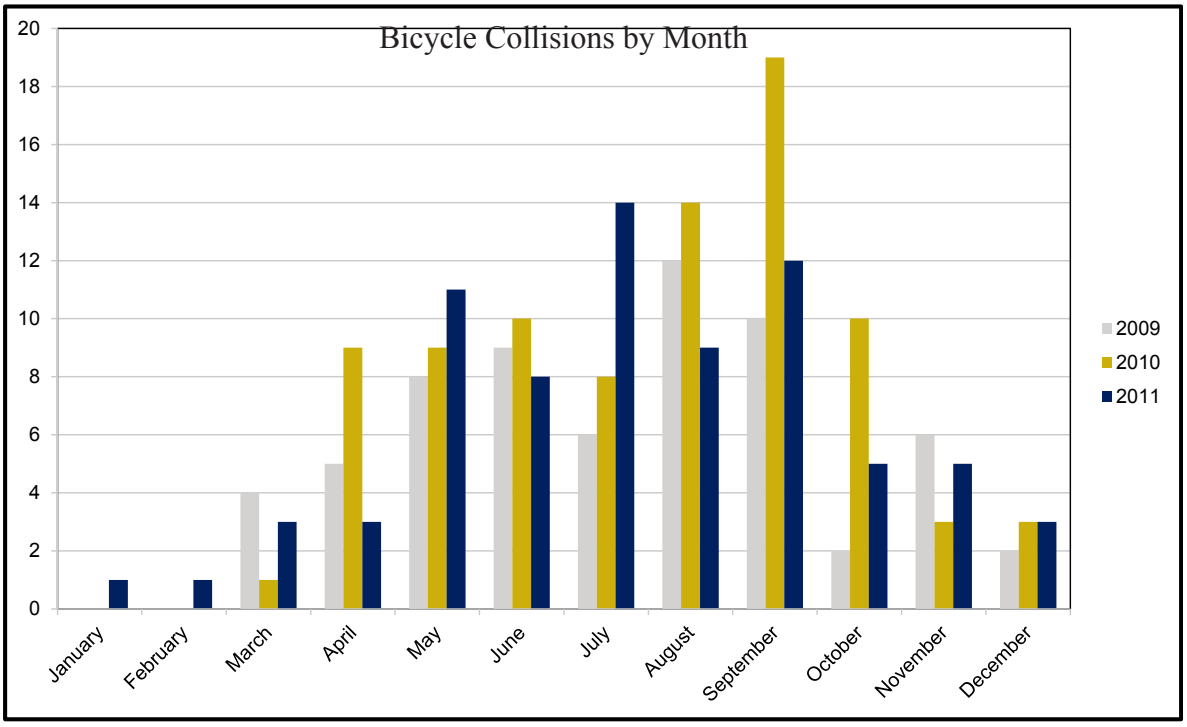


Figure 72



Congestion Management Process

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2013

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 Managament 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

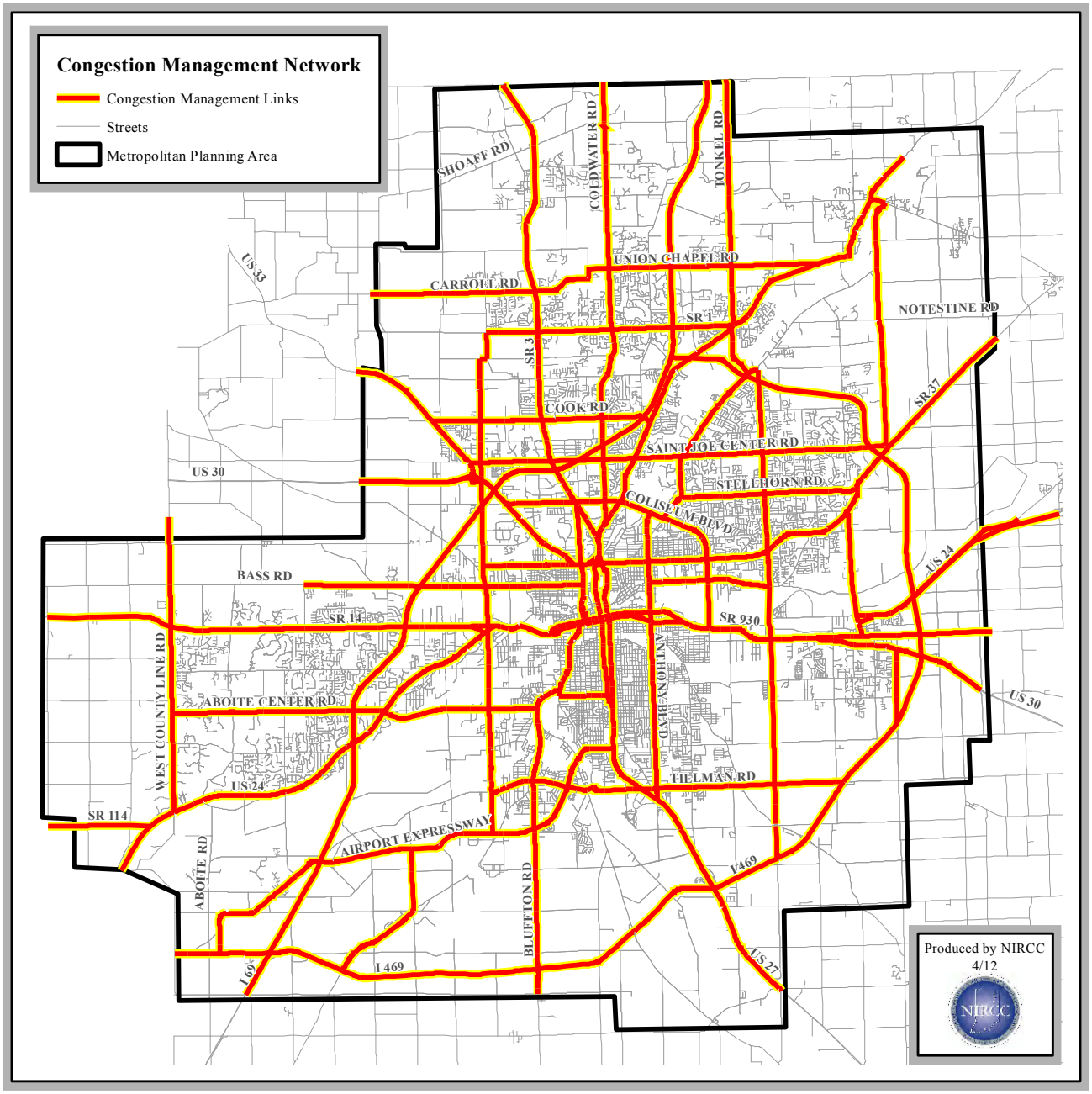
NIRCC's original Congestion Management Process Work Plan was completed in May 1995 and adopted by the Urban Transportation Advisory Board at its June 6, 1995 meeting. The work plan was submitted to the Indiana Department of Transportation, and an updated work plan was submitted at the conclusion of Fiscal Year 1996 and adopted in Fiscal Year 1997. The Fiscal Year 2013 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 73.

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 73



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).

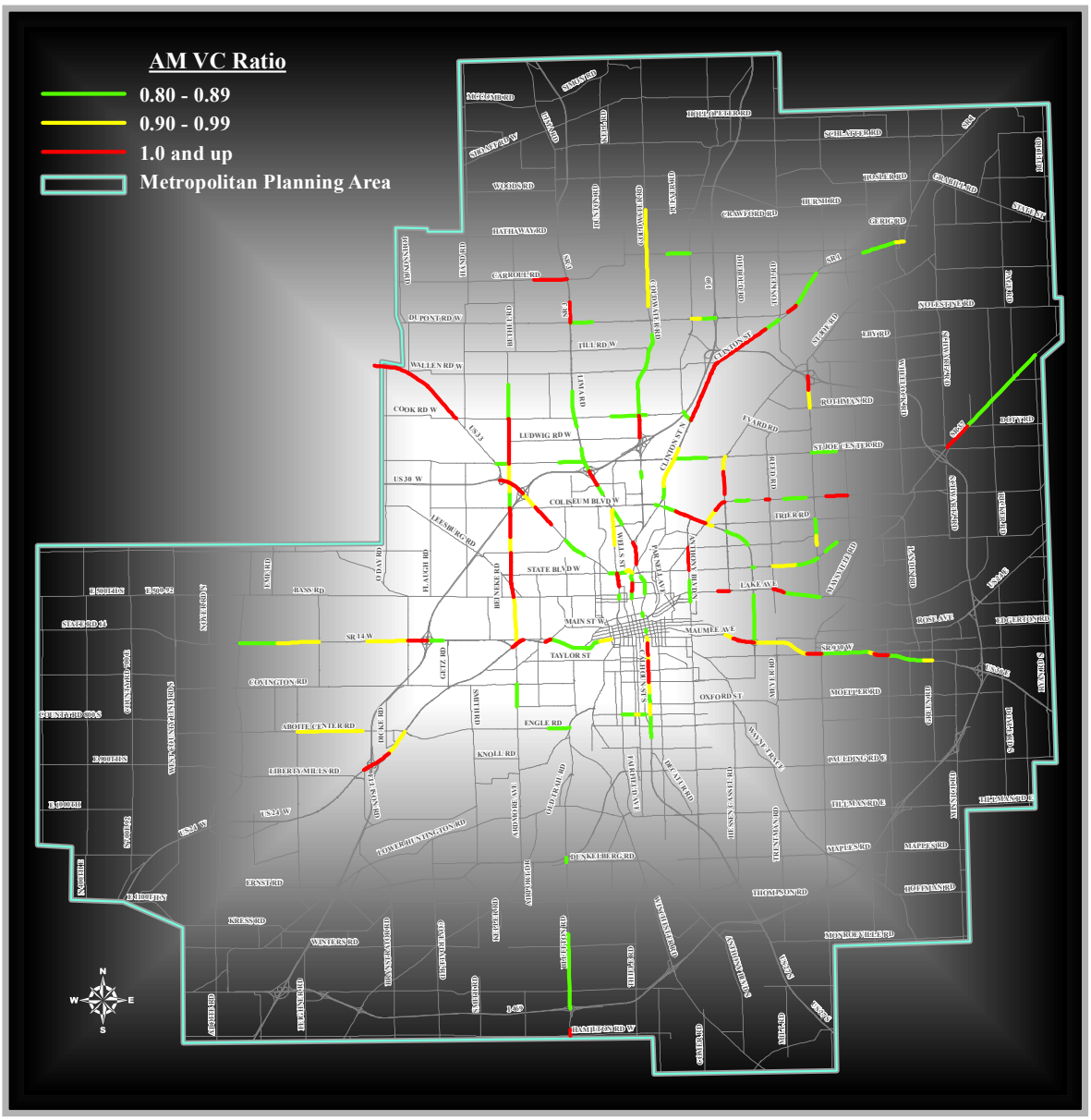
When analyzing the highway system for roads classified as collector or higher, the traffic monitoring program provides the majority of the data needed for a macro analysis. Existing traffic count data for all links within the study area is analyzed according to lane capacities. Roadway volume to capacity (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 Figure 74 and Figure 75. 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 74



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 76 and 77). 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 75

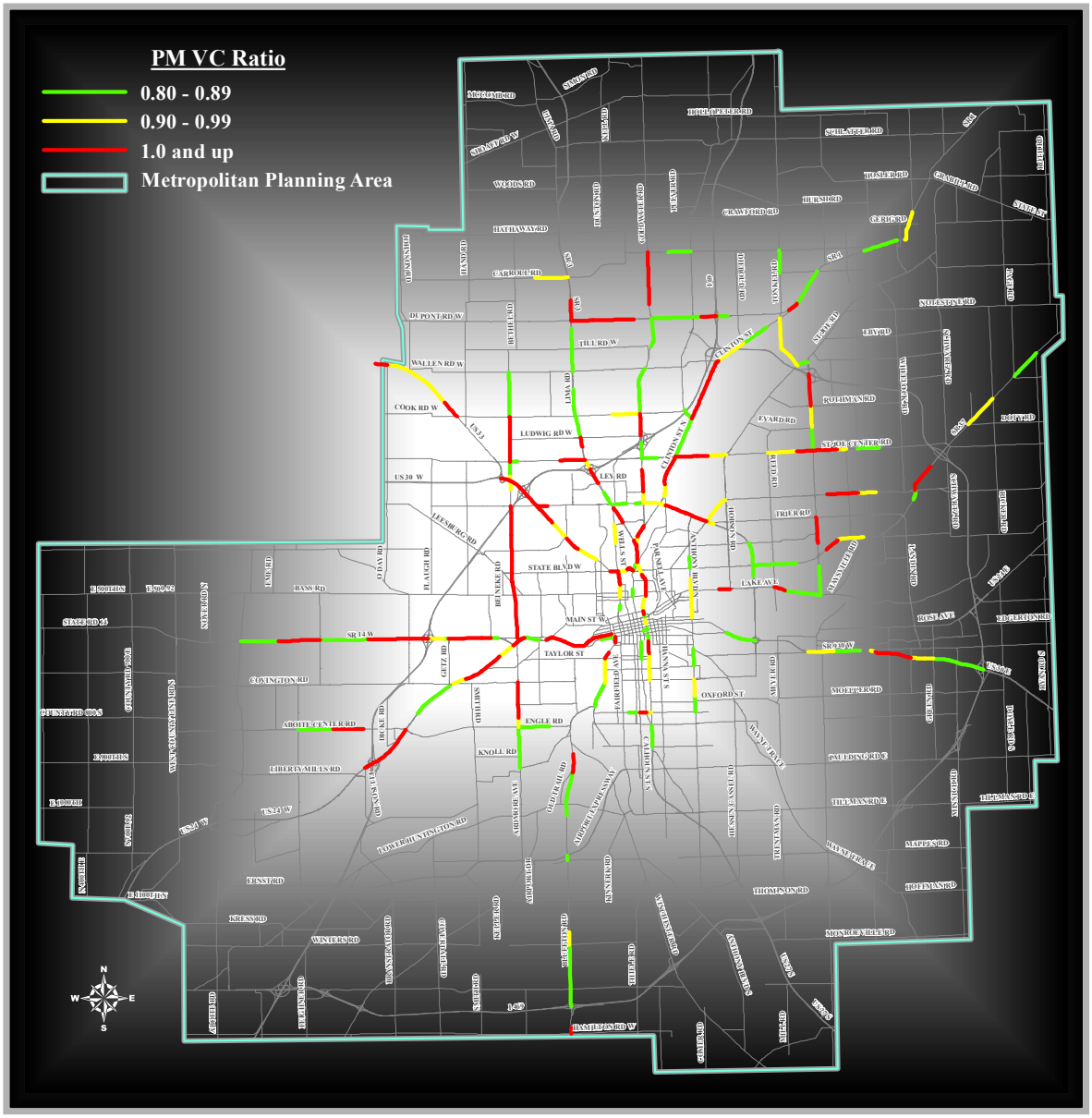
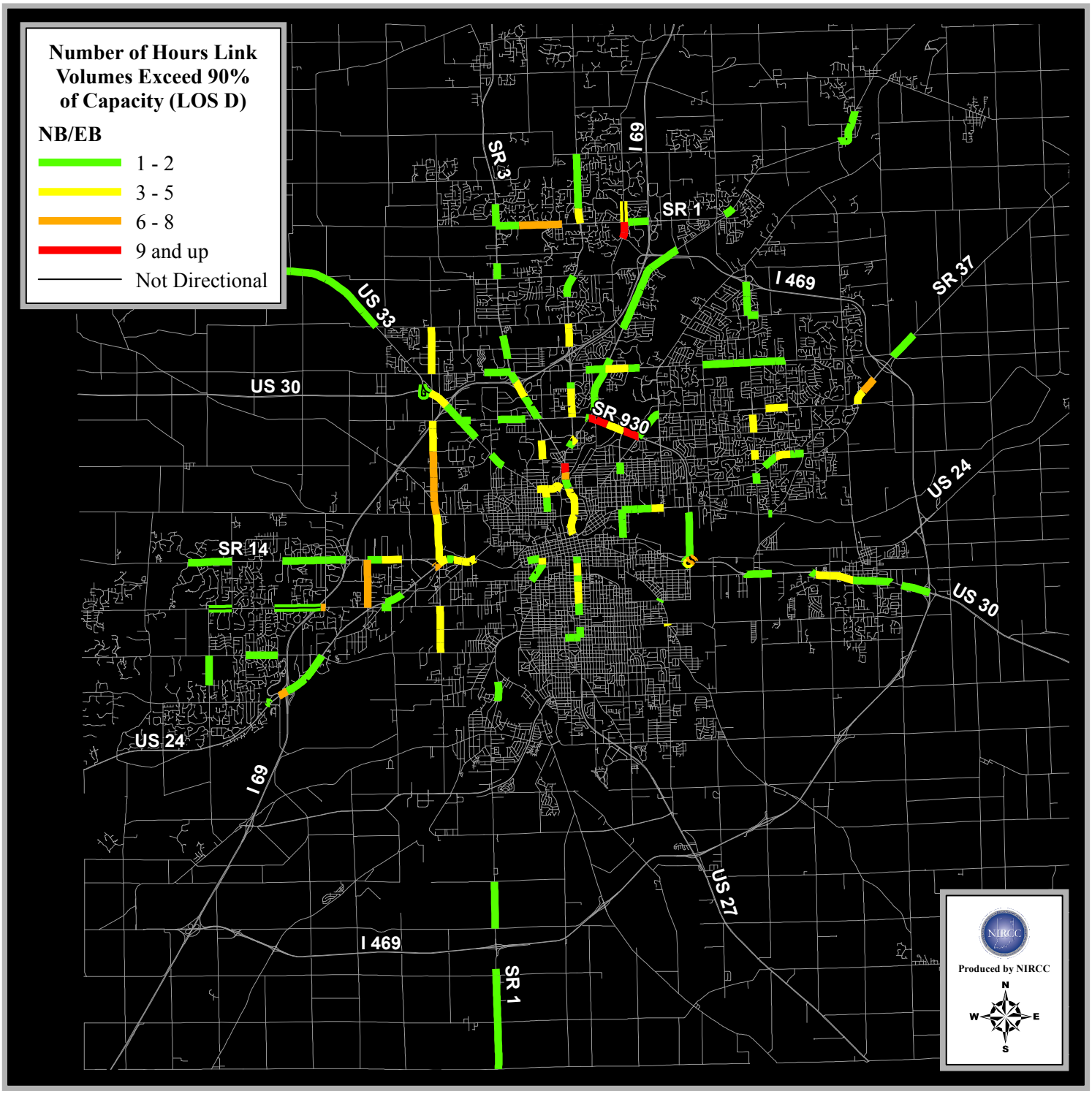


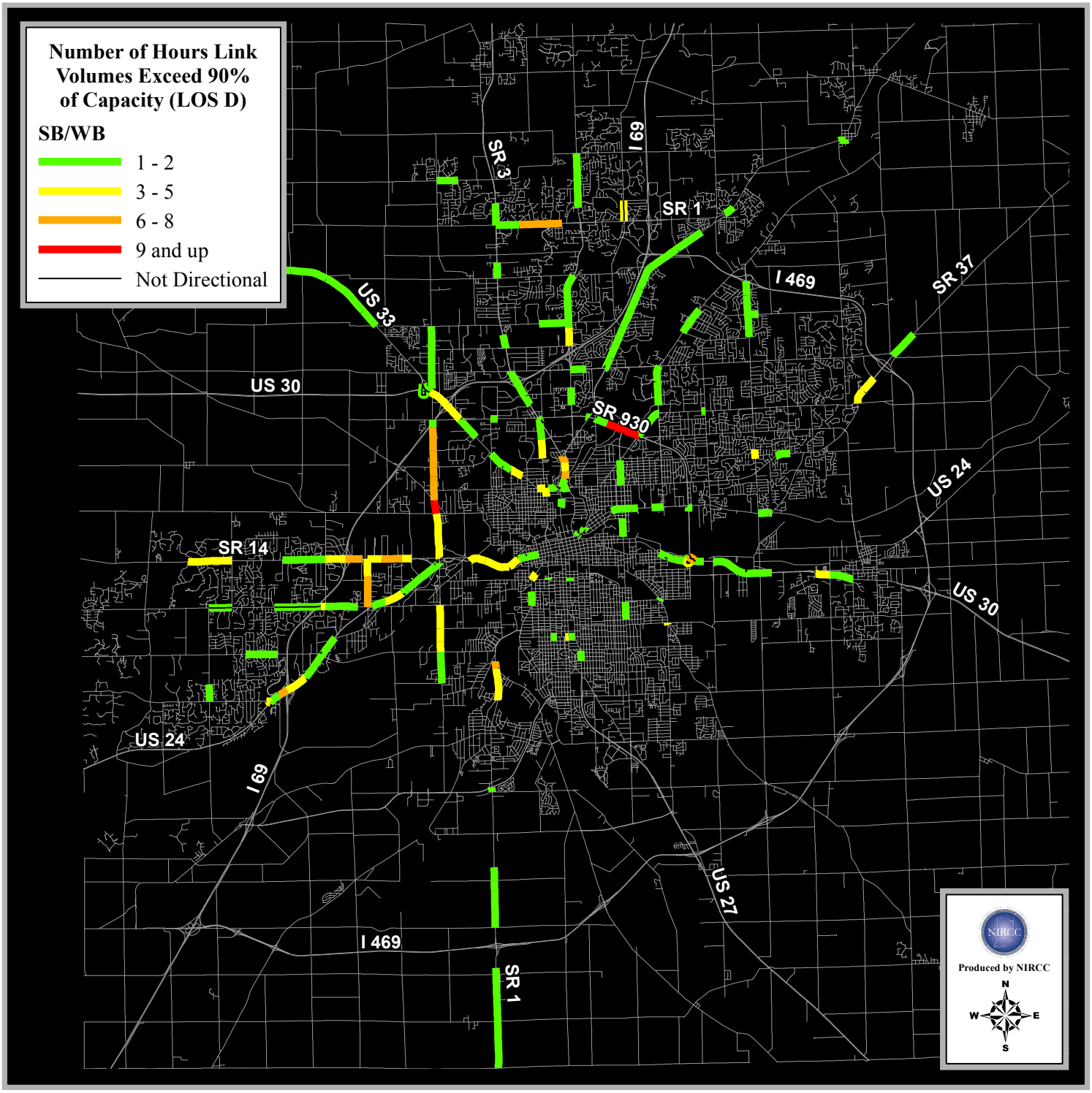
Figure 76



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.

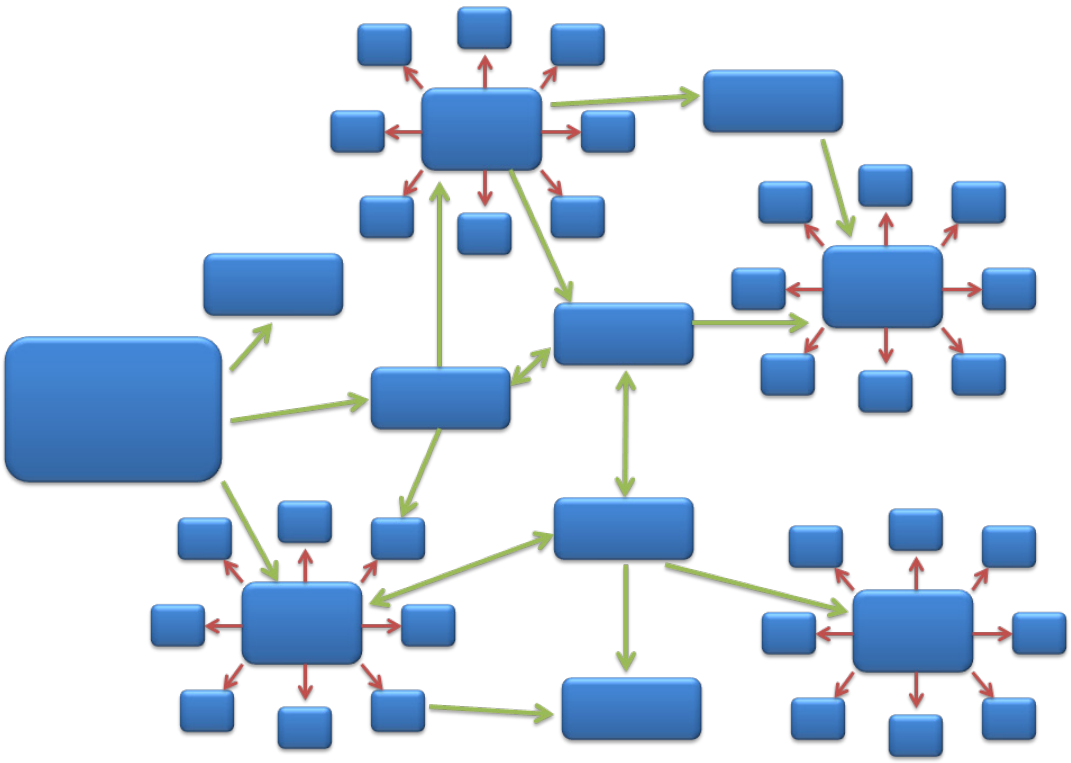
The National ITS Architecture is designed to provide a common structure for which ITS projects could be based on.

Figure 77



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 (2012-2022). 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 2012 the architecture was once again updated to the most current version of the national architecture. This update saw the removal of all elements which involved personnel at all agencies. FHWA did not see a reason to have them in the architecture anymore because they were the users of the technology and the architecture represents only technology. NIRCC staff updated any flows that changed between 2008 and 2012.

The ITS architecture is continually monitored for updates by NIRCC Staff. In FY 2013 input data was collected and noted for future updates ITS architecture.

Bicycle and Pedestian Planning

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2013

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 recent 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 began taking a more active role in their planning efforts to include bicycle and pedestrian amenities.

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

Since the adoption of the Comprehensive Bicycle and Pedestrian Plan in 2006, NIRCC has continued to update and improve the plan as needed. In 2007 NIRCC incorporated the "Regional Bicycle and Pedestrian Plan for Northeast Indiana" (Figure 78). 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, and Woodburn have provided input or have been included in the plan as well.

Throughout the year NIRCC periodically updates the Comprehensive Bicycle and Pedestrian Transportation Plan for Allen County as well as the Northeast Indiana Regional Bicycle and Pedestrian Plan. Local 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.

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

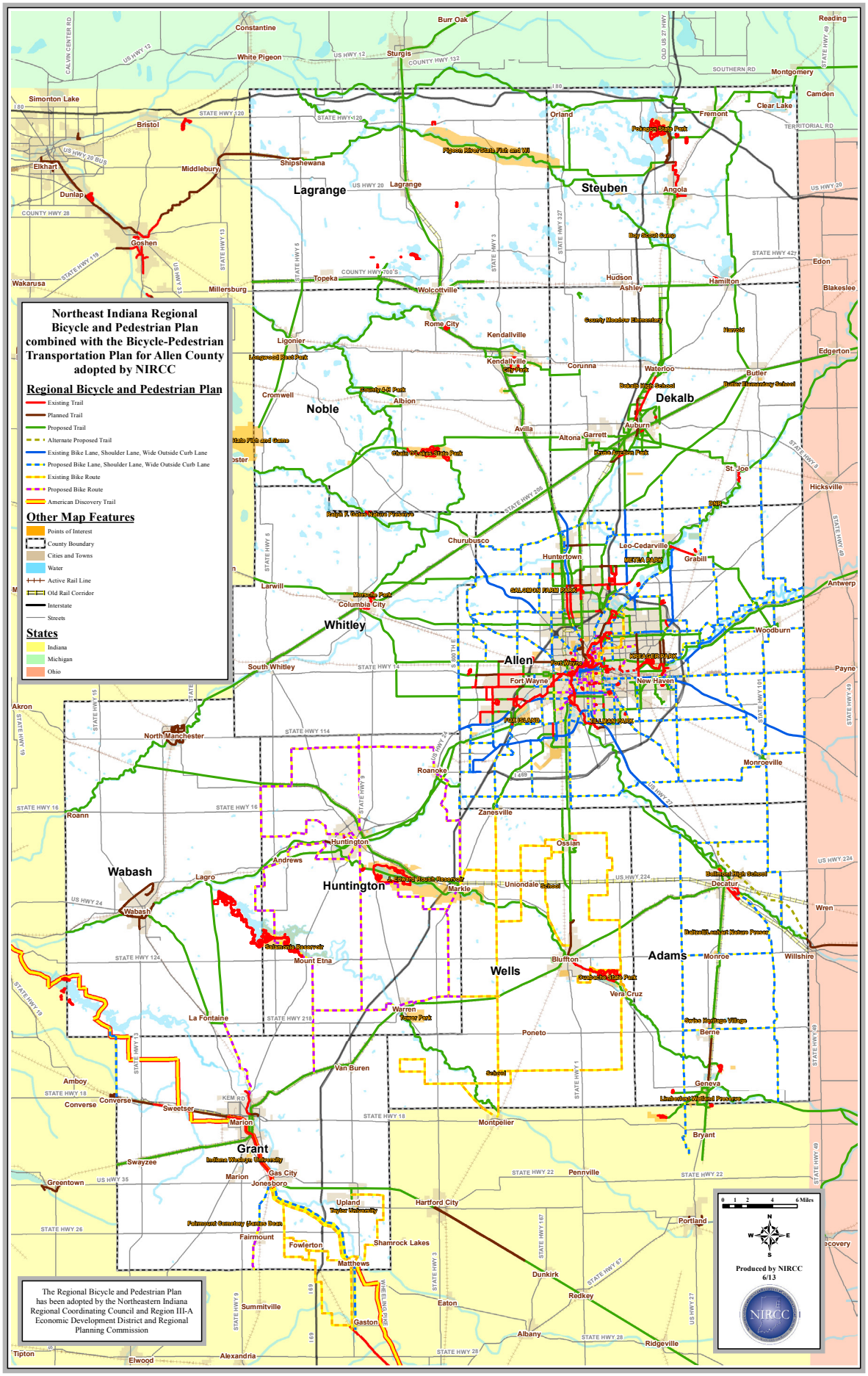


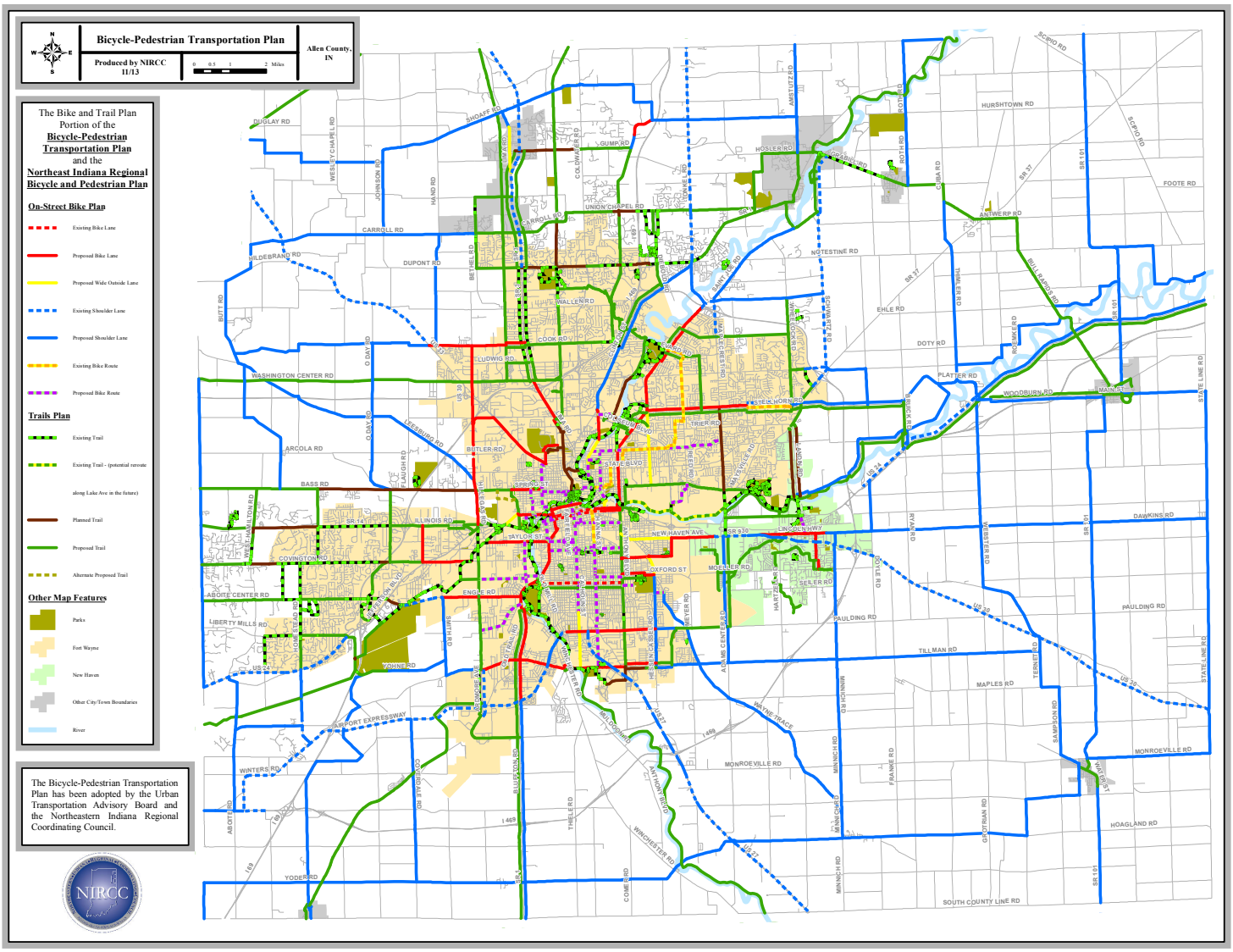
Figure 78

Regional Bicycle and Pedestrian Plan

the 2035 Long Range Transportation Plan update. To create a more usable and detailed plan this latest update to the Comprehensive Bicycle-Pedestrian Transportation Plan took what used to be one map, which included all bicycle and pedestrian infrastructure, and separated it into three individual maps. These three maps consist of a bike plan (Figure 79) which includes trails and on-street bike infrastructure, a trail plan (Figure 80), and a sidewalk plan (Figure 81). The combination of these three maps 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 79

Bicycle-Pedestrian Transportation Plan: Bike and Trail Plan

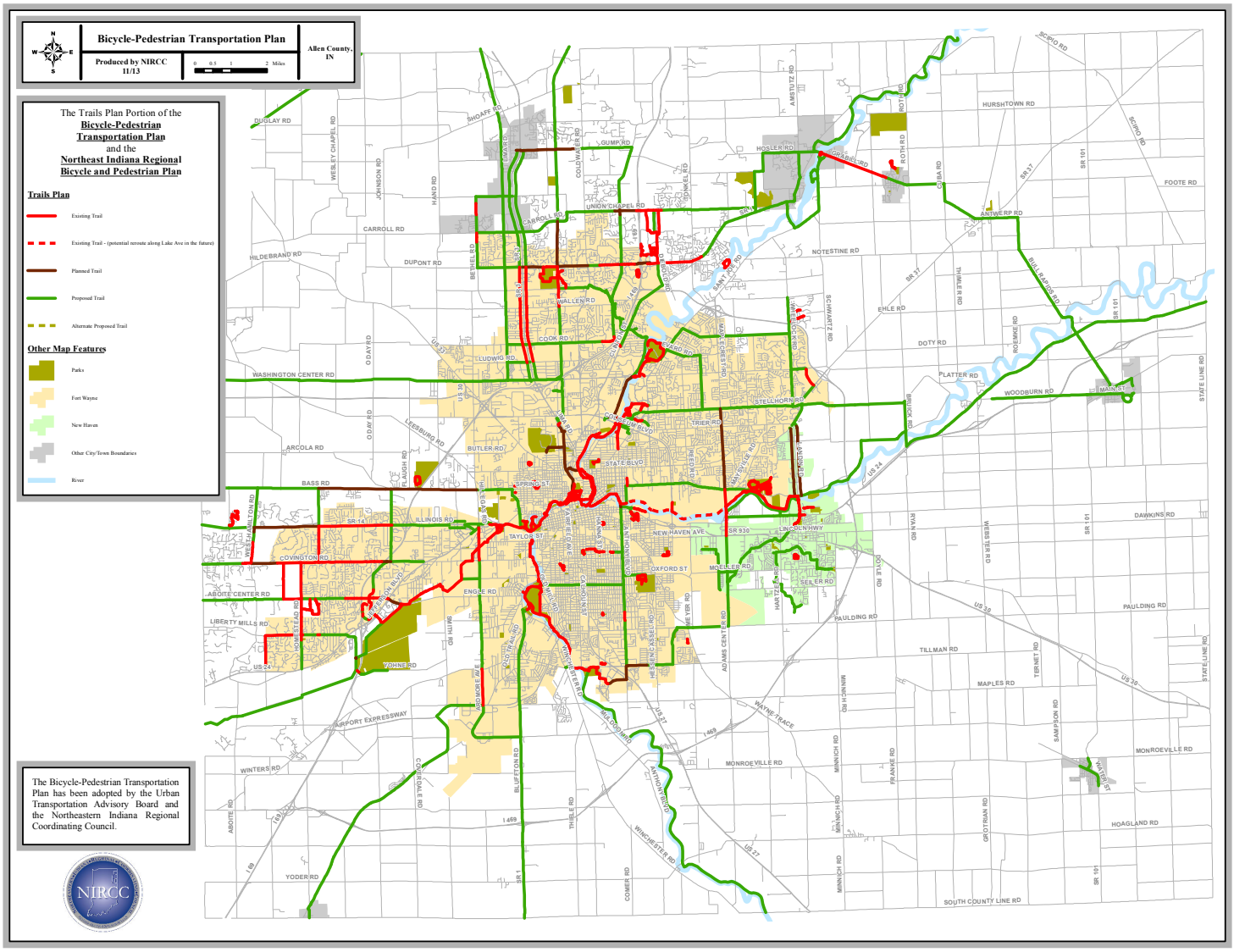


The Bike and Trail Plan (Figure 79) is really intended to show an overall bike network along with the trails plan. Since bicyclists use a combination of on-street infrastructure and trails this map includes both to show how the entire network works together. This map displays a wide range of proposed 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 80

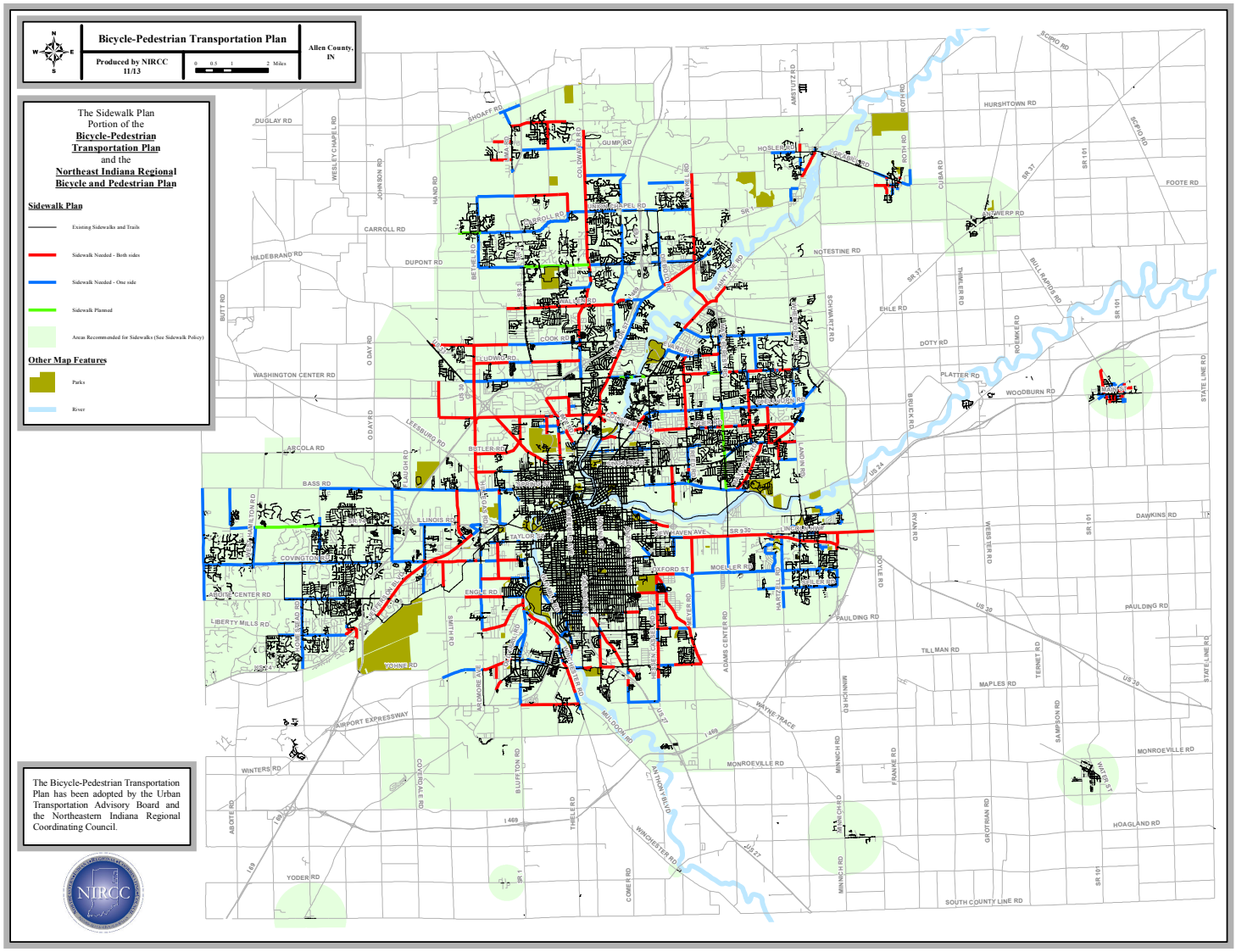
Bicycle-Pedestrian Transportation Plan: Trail Plan



The Trails Plan (Figure 80) 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 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 stages 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 81

Bicycle-Pedestrian Transportation Plan: Sidewalk Plan



The Sidewalk Plan (Figure 81) identifies sidewalk needs along all major roadways in the urban area and some outside the urban area. This map displays all existing sidewalks and trails within Allen County and specifically identifies corridors or sections of roadways that need sidewalks on one side or both sides depending on existing features and proposed trails that parallel. The sidewalk needs identified on the map will be used to prioritize sidewalk improvements and identify the need for sidewalks as development spreads throughout the urban area. The map also includes a green shaded area that refers to the sidewalk and bicycle parking recommendations policy included in the 2035 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 has also spent a significant amount of time participated in a planning effort lead by the

City of Fort Wayne to develop the Trails Fort Wayne Plan. This 15-year plan will provide guidance on how and where to develop trails within the city of Fort Wayne. The Plan will review the proposed trail network and look for strengths and deficiencies in the proposed system. It will provide the City of Fort Wayne and Fort Wayne Trails, Inc. with a framework for prioritizing trail projects. It will also focus on design guidelines; legislation; funding; reinforcing the public health value of trails; marketing and promotion to increase trail usage; creating maintenance standards and expectations; and creating public awareness of trail benefits.

NIRCC participated in a variety of other bicycle and pedestrian planning activities throughout the fiscal year as well. Some of the common tasks NIRCC participated in or completed for bicycle and pedestrian planning included but are not limited to the following:

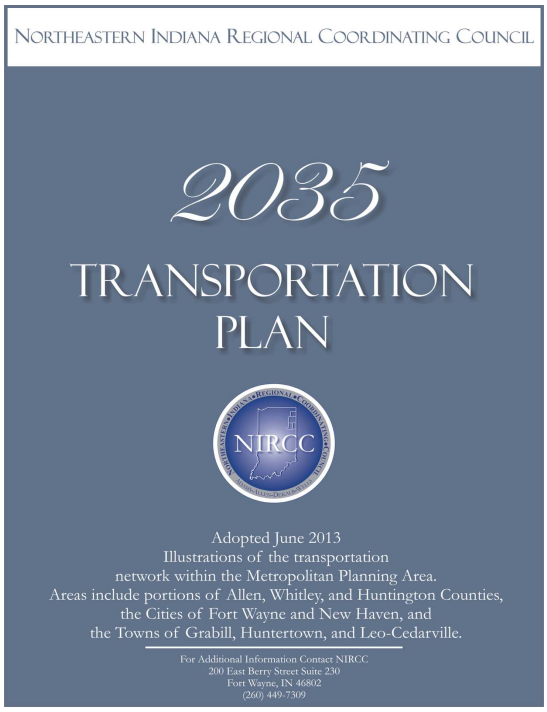
- Making updates to the Allen County Bicycle and Pedestrian transportation Plan.
- Making updates to the Allen County Sidewalk Inventory.
- Meeting or talking with citizens about bicycle and pedestrian planning issues.
- Working with local advocacy groups.
- Creating maps and supporting documents or 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.
- Following local progress on existing Transportation Enhancement (TE) projects.
- 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.

2035 Transportation Plan

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2013

2035 TRANSPORTATION PLAN



Every four years the Northeastern Indiana Regional Coordinating Council (NIRCC) updates the long-range transportation plan. The long-range plan is a comprehensive transportation plan that addresses the future needs of the transportation system for at least the next 20 years. 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. As part of the plan we make recommendations on all modes of transportation. Recommendations included improvements to the Highway network, Transit system, and Bicycle/Pedestrian facilities. 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.

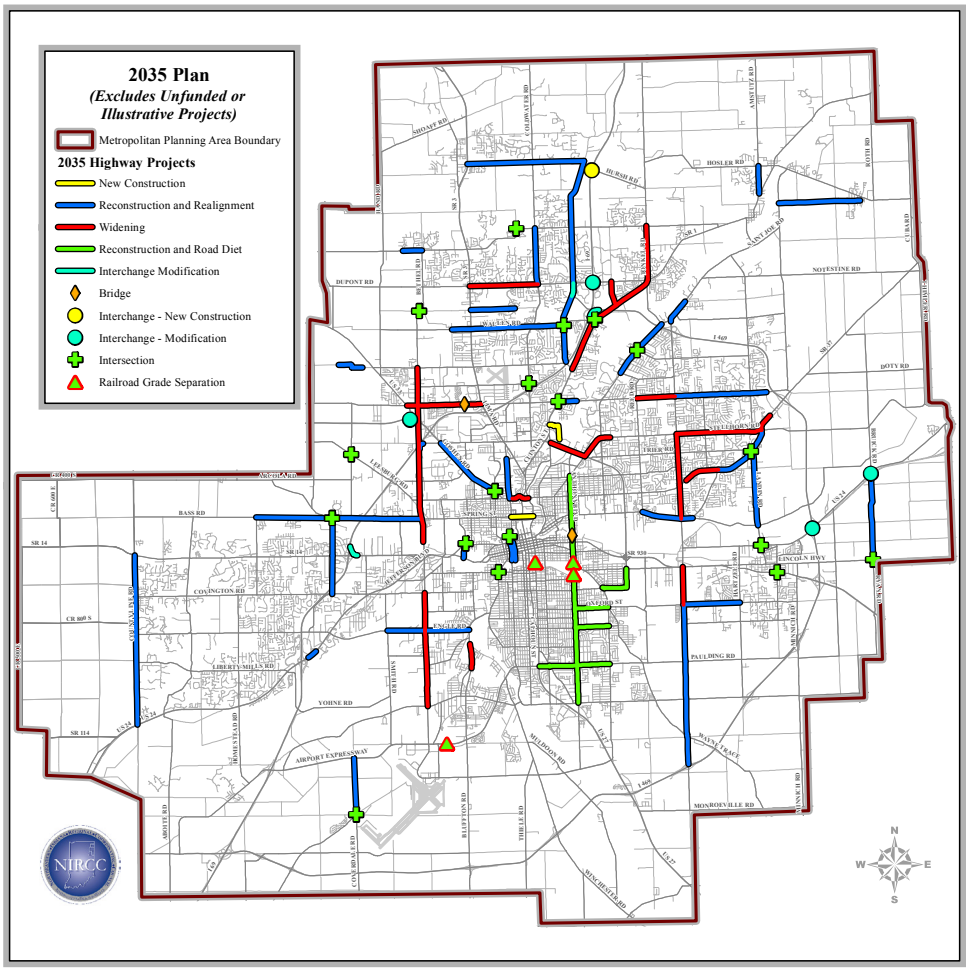


Figure 82

In fiscal year 2013 NIRCC created the 2035 Transportation Plan. The entire plan can be downloaded or viewed on NIRCC's website at nircc.com. Also, NIRCC printed a new brochure featuring the 2035 Transportation Plan. Copies of the new brochure are available upon request. A downloadable version is available on NIRCC's website as well.

The following three sections give a brief summary of the main components included in the 2035 Transportation Plan. These sections include the Highway Network, Transit System, and the Bicycle-Pedestrian Transportation Plan. A project list is also included in the section labeled "Highway Network".

Highway Network

The highway network component of the plan is a comprehensive list of transportation projects and policies carefully developed to meet future travel demands. The projects (Figure 82) fit into four categories; New Construction, Widening, Congestion Management, and Other Highway Improvements. New construction projects enhance the mobility of drivers in areas that become increasingly important as the community grows. Widening projects improve the accessibility of the area, add to street continuity and provide relief in congested areas. Congestion Management Strategies include improvements aimed at maximizing existing highway capacity. Other highway improvements includes the construction and reconstruction of railroad grade separations, and interchange construction and modifications.

A more efficient system allows the traveler to take a quicker route reducing vehicle miles of travel, air pollution, energy consumption and travel delay. Relieving congestion also equates to a reduction in accident potential and improved air quality. The improvement projects will increase mobility and accessibility for transit, freight movement, and passenger vehicles. The projects will also establish a consistent roadway design reducing motorist confusion and improving traffic flow. The following pages provide a list of projects included in the 2035 Transportation Plan.

2035 Transportation Plan Projects

Project Time Periods
Period 1 2013-2015
Period 2 2016-2020
Period 3 2021-2030
Period 4 2031-2035

New Construction – two lanes
3 Connector Street from Wells Street to Spy Run Avenue
3 Paul Shaffer Drive from Clinton Street to California Road

Widening Projects – six lanes
3 Crescent Avenue from Sirlin Drive to State Road 930/Coliseum Boulevard
2 SR 930/Coliseum Blvd from Parnell Avenue to Crescent Avenue

Widening Projects – four lanes
3 Adams Center Road from State Road 930 to Moeller Road
3 Ardmore Avenue from Covington Road to Engle Road
4 Ardmore Avenue from Engle Road to Lower Huntington Road
3 Bluffton Road from Winchester Road to Old Trail Road
3 Clinton Street from Auburn Road to Wallen Road
4 Clinton Street from Wallen Road to State Road 1/Dupont Road
2 Diebold Road from Clinton Street to State Road 1/Dupont Road
2 Dupont Road from Coldwater Road to State Road 3/Lima Road
3 Hillegas Road from s/o Bass Road to Washington Center Road
4 Huguenard Road from Washington Center Road to Cook Road
2 Maplecrest Road from Lake Avenue to State Boulevard
2 Maplecrest Road from State Boulevard to Stellhorn Road
2 Maysville Road from Stellhorn Road to Koester Ditch
3 Saint Joe Center Road from Reed Road to Maplecrest Road

2035 Transportation Plan Projects Continued...

Project Time Periods
Period 1 2013-2015
Period 2 2016-2020
Period 3 2021-2030
Period 4 2031-2035

4 State Boulevard from Maysville Road to Georgetown North Boulevard
2 State Boulevard from US 27/Spy Run Avenue to US 27/Clinton Street
2 State Boulevard from US 27/Clinton Street to Cass Street
3 Stellhorn Road from Maplecrest Road to Maysville Road
3 Tonkel Road from State Road 1/Dupont Road to Union Chapel Road
3 Washington Center Road from State Road 3/Lima Road to US 33/Goshen Road

Center Turn Lane Improvement
3 Auburn Road from Cook Road to Interstate 469 Exit Ramp
3 Auburn Road from Dupont Road to Gump Road
3 Coldwater Road from Dupont Road to Union Chapel Road
3 Engle Road from Bluffton Road to Smith Road
2 Gump Road from State Road 3/Lima Road to Coldwater Road
3 Gump Road from Coldwater Road to Auburn Road
4 Hadley Road from State Road 14/Illinois Road to Covington Road
4 Hadley Road from State Road 14/Illinois Road to Bass Road
3 Maysville Road from State Boulevard to Stellhorn Road
2 Saint Joe Center Road from Clinton Street to River Run Trail
4 Saint Joe Center Road from Maplecrest Road to Meijer Drive
3 Saint Joe Road from Evard Road to Mayhew Road
4 Saint Joe Road from Maplecrest Road to Eby Road

Turn Lane Extension
2 Jefferson Boulevard from Lutheran Hospital Entrance to Interstate 69 Ramps

Road Reconstruction – Road Diet
2 Anthony Boulevard – Tillman Road to Rudisill Boulevard
3 Anthony Boulevard – Rudisill Boulevard to Pontiac Street
3 Anthony Boulevard – Pontiac Street to Wayne Trace
3 Anthony Boulevard – Wayne Trace to Crescent Avenue
2 Coliseum Boulevard/Pontiac Street – New Haven Avenue to Wayne Trace
3 McKinnie Avenue – Anthony Boulevard to Hessen Cassel Road
3 Oxford Street – Anthony Boulevard to Hessen Cassel Road
2 Paulding Road – US 27/Lafayette Street to Anthony Boulevard
2 Paulding Road – Anthony Boulevard to Hessen Cassel Road

Bridge Reconstruction/Modification
1 Anthony Boulevard Bridge over the Maumee River
2 Washington Center Road Bridge over Spy Run Creek

Intersection Reconstruction
2 Auburn Road and Wallen Road, Bridge over Becketts Run
2 Bass Road, Hadley Road and Yellow River Road
1 Bethel Road, Huguenard Road and Till Road
2 Broadway and Taylor Street
2 Broadway/Landin Road and Rose Avenue

2035 Transportation Plan Projects Continued...

Project Time Periods
Period 1 2013-2015
Period 2 2016-2020
Period 3 2021-2030
Period 4 2031-2035

2 Clinton Street and Wallen Road
2 Clinton Street and Washington Center Road/St. Joe Center Road
3 Coldwater Road and Ludwig Road
3 Corbin Road and Union Chapel Road
3 Coverdale Road, Winters Road and Indianapolis Road
2 Ewing Street, Fairfield Avenue, Superior Street and Wells Street
3 Flaugh Road and Leesburg Road
3 Goshen Road, Lillian Avenue and Sherman Street
2 Green Road and State Road 930
2 Landin Road, Maysville Road and Trier Road
2 Leesburg Road and Main Street
3 Rothman Road and St Joe Road
3 Ryan Road and Dawkins Road

Reconstruction and Realignment
3 Adams Center Road from Moeller Road to Paulding Road
4 Adams Center Road from Paulding Road to Interstate 469
2 Allen County/Whitley County Line Road from US 24 to State Road 14/Illinois Road
2 Amstutz Road from Hosler Road to State Road 1/Leo Road
2 Bass Road – Shakespeare Boulevard to Clifty Parkway
2 Bass Road – Clifty Parkway to Thomas Road
2 Bass Road – Thomas Road to Hillegas Road
2 Bass Road – Hadley Road to Scott Road
2 Carroll Road – Preserve Boulevard to Bethel Road
3 Coliseum Boulevard – Hillegas Road to 1,500' e/o Hillegas Road
4 Cook Road from US 33/Goshen Road to O'Day Road
1 Coverdale Road from Indianapolis Road to Airport Expressway
1 Ewing Street – Baker Street to Superior Street
1 Fairfield Avenue – Baker Street to Superior Street
3 Goshen Avenue – Sherman Boulevard to State Road 930/Coliseum Boulevard
4 Lake Avenue – Reed Road to Maysville Road
2 Landin Road from North River Road to Maysville Road
3 Leesburg Road – Main Street to Jefferson Boulevard
3 Moeller Road from Hartzell Road to Adams Center
3 Ryan Road – Dawkins Road to US 24
2 Till Road from State Road 3/Lima Road to Dawson Creek Boulevard
3 Wallen Road from Hanauer Road to Auburn Road
4 Wells Street – State Boulevard to Fernhill Avenue
2 Witmer Road/Second Street from Country Shoals Lane to Main Street
4 Witmer Road from Schwartz Road to Country Shoals Lane

New Railroad Grade Separation
3 Anthony Boulevard and Norfolk Southern Railroad
3 Airport Expressway and Norfolk Southern Railroad

Reconstruct Railroad Grade Separation

2035 Transportation Plan Projects Continued...

Project Time Periods
Period 1 2013-2015
Period 2 2016-2020
Period 3 2021-2030
Period 4 2031-2035

2 Anthony Boulevard and CSX Railroad
4 US 27/Lafayette Street and Norfolk Southern

Interchange – New Construction
3 Interstate 69 at Hursh Road

Interchange – Modification
2 Interstate 69 and Interstate 469 Interchange (NB to EB Ramp mm 215)
1 Interstate 69 and State Road 1/Dupont Road
1 Interstate 69 and State Road 14/Illinois Road Interchange (WB to NB Ramp)
2 Interstate 469 and Auburn Road Ramp
1 Interstate 469 and US 24 Interchange
2 US 24 and Bruick/Ryan Road
3 US 30/US 33/Goshen Road Interchange

Transit System

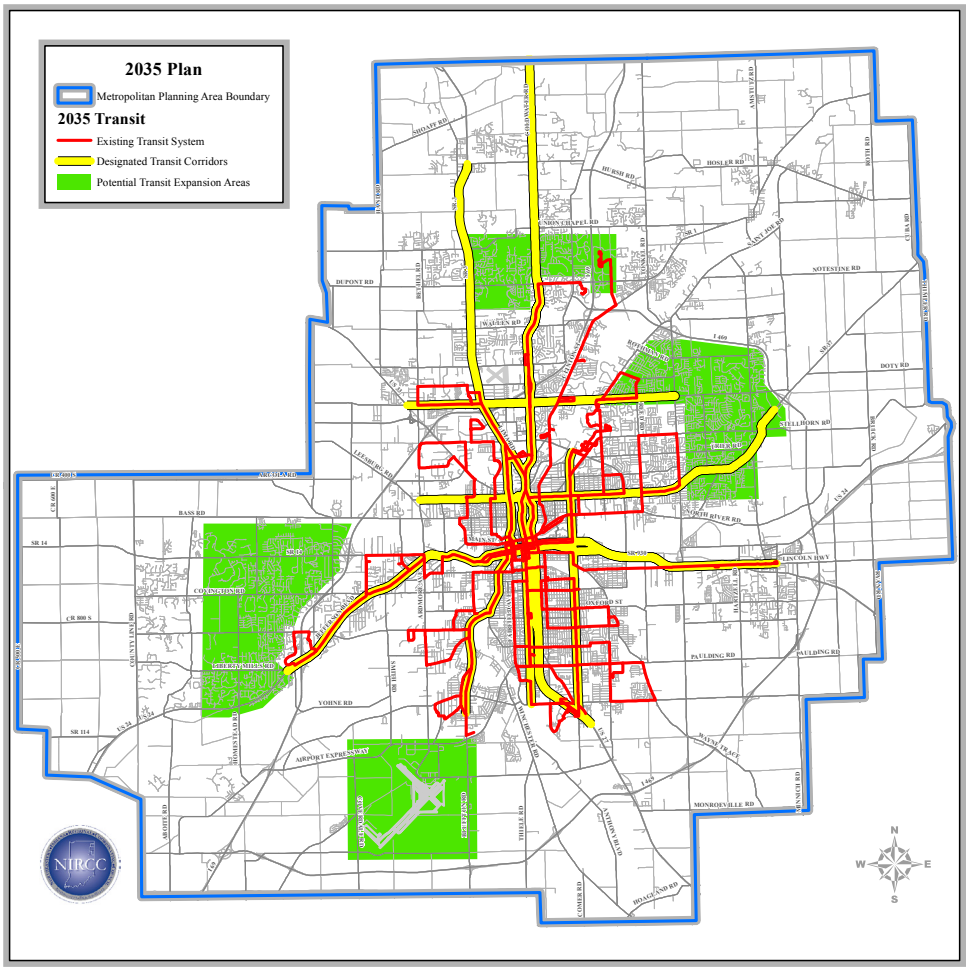


Figure 83

The transit system component of the plan consists of public transit policies and transit improvements (Figure 83). All transit improvements have been derived from the public transit policies that guide future transit growth, methods of service delivery, and transit efficiency. The transit improvements include route modifications, capital projects, and service modifications designed to increase transit efficiency and improve transit service. The policies and improvements were developed with the input of the Transit Planning Committee and the area transit providers. Reducing headways, providing Sunday service, potential transit expansion areas, and developing a downtown intermodal transportation center are examples of

the improvement projects. Specific improvements from the Citilink Transit Development Plan and the identified strategies from the Coordinated Public Transit - Human Services Transportation Plan for Allen County have also been included. The policies and improvements primarily affect the two public transit providers within the MPA: Citilink and the new rural transit provider, Countilink. However, the policies and improvements were designed to benefit all transit providers within the MPA: public, non-profit, and private; in order to create a coordinated and efficient transit system and to compliment the overall transportation system.

Bicycle-Pedestrian Transportation Plan

The region represented by NIRCC has many individuals and organizations advocating improvements to the existing bicycle-pedestrian transportation system. To coordinate these efforts and develop a bicycle and pedestrian plan NIRCC sponsored the Northeastern Indiana Regional Bicycle and Pedestrian Forum in 2002. The Forum represented a task force comprised of governmental park departments, planning and highway agencies, advocacy groups, and special project organizations. The overall goal of the Forum was to develop a bicycle-pedestrian transportation plan for the region. The concept was to develop a planning tool for planners and highway officials by identifying a set of routes based on an analysis of significant destinations within the region. Once this was accomplished, the routes were recommended for enhancement and protection.

These routes were assigned design classifications based on the proposed "Allen County Road Specifications and Standards 2004 manual" and the "1999 AASHTO guide for the development of bicycle facilities" to give planners and highway officials standards to follow as they coordinated them with road projects and developments. NIRCC uses the most current AASHTO guide for design classifications used on the current Bicycle-Pedestrian Transportation Plan. These design classifications include bike lanes, widened outside curb lanes, shoulder lanes, sharrows, and bike routes for the on-street network. The off-street network includes trails and sidewalks.

The initial version of the Bicycle-Pedestrian Transportation Plan was adopted in Fiscal Year 2005. Since then NIRCC has continued to update and improve the plan as needed. In 2007 NIRCC incorporated the "Regional Bicycle and Pedestrian Plan for Northeast Indiana". Through the years recommendations incorporated into the plan included the needs expressed through public input and local advocacy groups such as Aboite New Trails, 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, and Woodburn have provided input or have been included in the plan as well.

The newest version of the Bicycle-Pedestrian Transportation Plan has separated out the bicycle and pedestrian plan

elements into three separate maps: The Bike and Trail Plan, The Trails Plan, and The Sidewalk Plan. Each of these maps can be seen in Figures 84 - 86. The combination of these three maps must be used to determine 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 within 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.

Figure 84

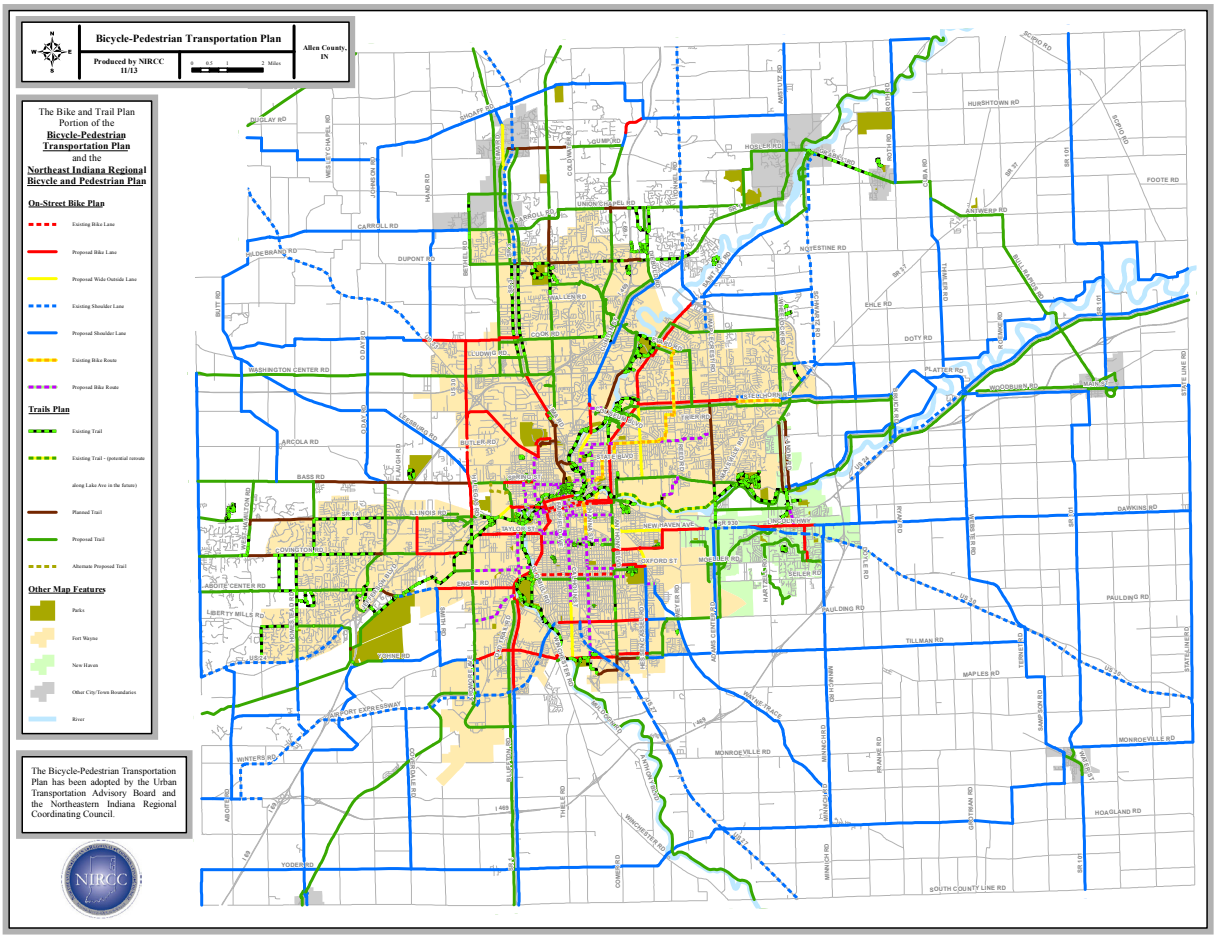


Figure 85

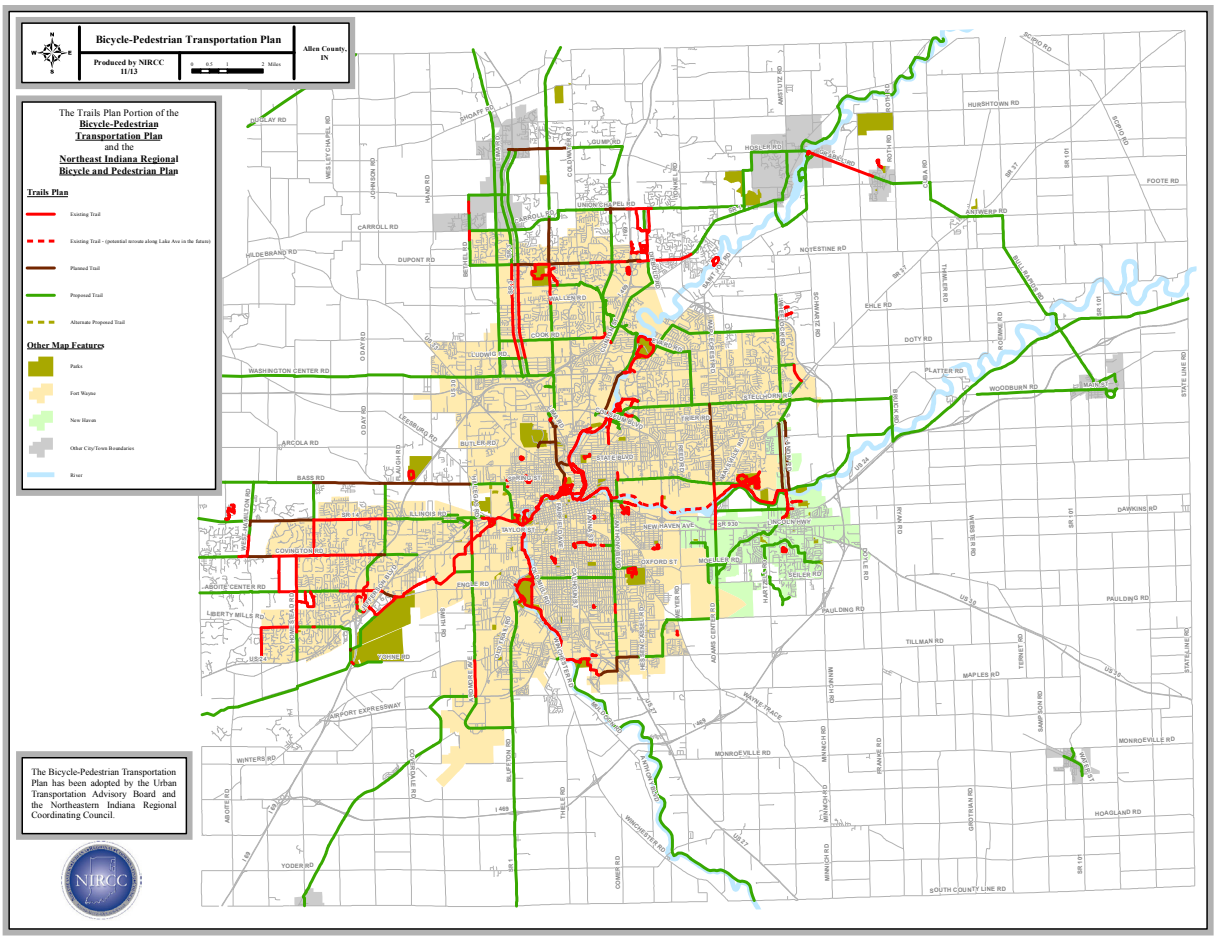
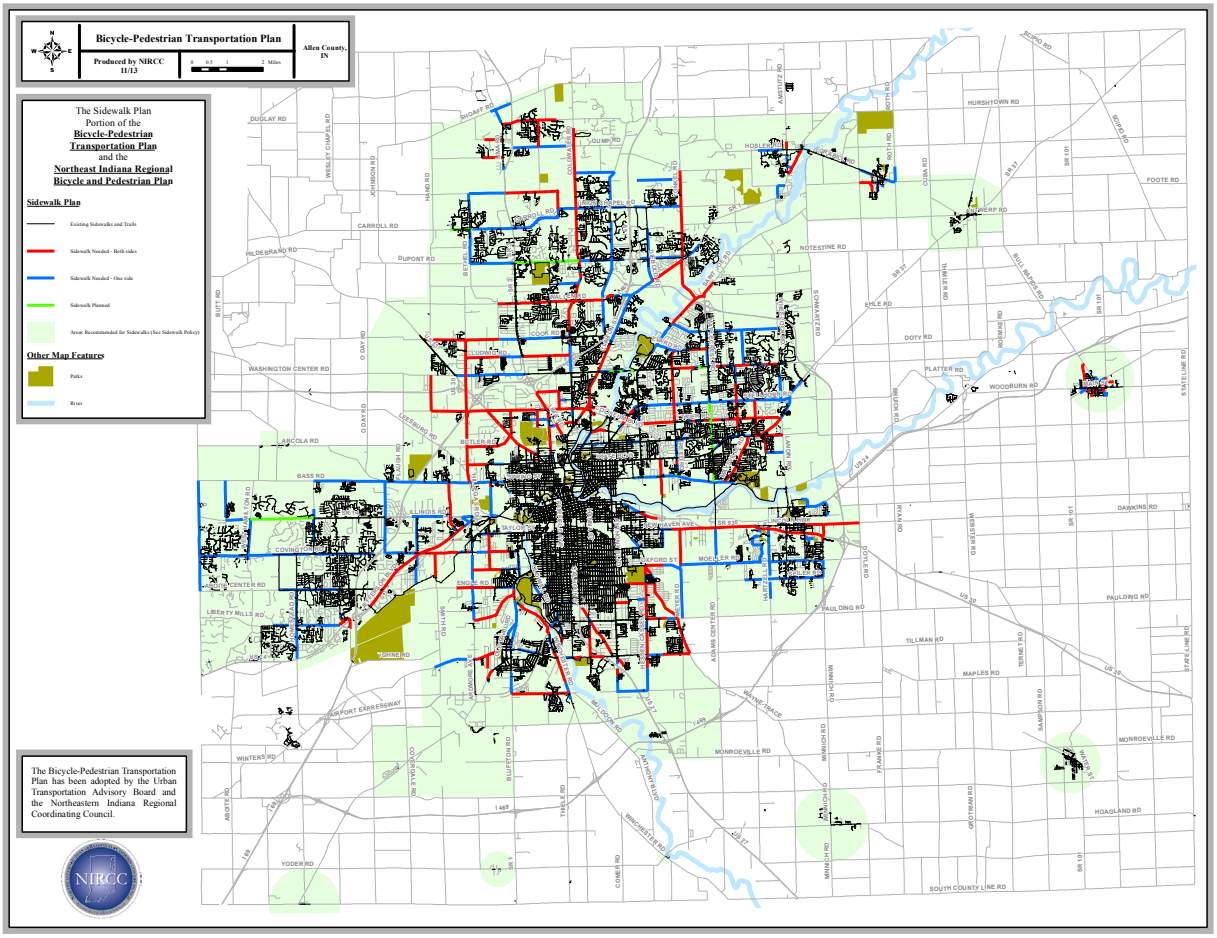


Figure 86



Transit Planning Activities

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2013

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 the Coordinated Public Transit-Human Services Transportation Plan for Allen County. The TAC takes the lead role in facilitation, evaluation, and submission of local Section 5310 Elderly and Individuals with Disabilities Program Applications and is responsible for the maintaining the local Transportation Resource Guide.

Coordinated Public Transit-Human Services Transportation Plan for Allen County

In fiscal year 2013, NIRCC, with the assistance of the TPC, updated the Coordinated Public Transit-Human Services Transportation Plan for Allen County initially completed in fiscal year 2007. This plan was originally required due to the 2005 SAFETEA-LU legislation which included a requirement for local areas to develop a coordinated public transit-human services transportation plan for all Federal Transit Administration (FTA) human service transportation programs that provide funding for transportation services, including: Section 5310 Elderly Individuals with Disability Program, Section 5316 Job Access Reverse Commute (JARC) Program, and Section 5317 New Freedom Program. The Elderly Individuals with Disabilities Program provided grant funding, usually for capital projects, for private nonprofit groups to meet the transportation needs of elderly and disabled persons when other transportation services (public and private) are unavailable, insufficient, or inappropriate to meeting those needs. The JARC Program was a grant program for local government authorities/agencies and non-profit agencies, to develop transportation services to transport welfare recipients and low-income persons to and from jobs (Job Access); and to transport residents of urban

centers, rural and suburban areas to suburban employment opportunities (Reverse Commute). The New Freedom Program was a formula grant program for public or alternative transportation services and facility improvements to address the needs of persons with disabilities that go beyond those required by the Americans with Disabilities Act (ADA). SAFETEA-LU required that projects selected for funding under the above-named programs be "derived from a locally developed, coordinated public transit-human services transportation plan", and that the plan be "developed through a process that includes representatives of public, private and nonprofit transportation and human services providers and participation by the public." The 2007 Plan for Allen County was developed in a manner that satisfied these requirements.

The new transportation bill passed in July of 2012 entitled Moving Ahead for Progress in the 21st Century (MAP -21) affected the Section 5310, Section 5316 and Section 5317 programs. The Section 5310 program is now known as "Enhanced Mobility of Seniors and Individuals with Disabilities" and essentially merges the Section 5317 program into the Section 5310 program. The new larger Section 5310 program will now provide both capital (old 5310) and operational (old 5317) funding. The principles of each program will remain the same and all Section 5310 projects selected for funding must be "derived from a locally developed, coordinated public transit-human services transportation plan", and that the plan be "developed through a process that includes representatives of public, private and nonprofit transportation and human services providers and participation by the public." The Section 5316 program has been terminated. However, transit agencies with JARC programs they wish to continue have the ability to utilize their formula urban Section 5307 funds to do so.

This update of the coordinated plan contains and utilizes the same principles established in the original 2007 plan; however it has been completed in a way to adapt to the changes of MAP-21 both now and as they are further developed. This plan will serve to increase and strengthen the transportation services that are offered in Allen County.

The Plan for Allen County is separated into five sections: the identification of area transportation providers and services, identification of transportation needs, identification of transportation service gaps and redundant service, identification and prioritization of strategies to address the gaps in service, and project selection.

Due to the close working relationship with area transportation providers, the identification of providers and their services was relatively simple. NIRCC staff documented service areas, type of service, hours of service, cost of service, size of fleets, and annual trips and mileage.

The identification of the transportation needs of the populations targeted by the three programs was more intensive. These needs were identified geographically and non-geographically. Using census information, staff identified the distributions of individuals with disabilities, older adults, and persons with limited incomes, as well as the locations of the destinations in which these populations need or wish to travel to and from. Figures 87 thru 88 are examples of the geographic needs identified in the plan. The non-geographic needs are the reasons why and when transportation is needed. The purpose of the trip and the day and time at which it is required is a major factor, especially when it is relative to the availability of transportation options. Figures 89 thru 91 provide examples of the non-geographic needs identified in the plan.

Figure 87

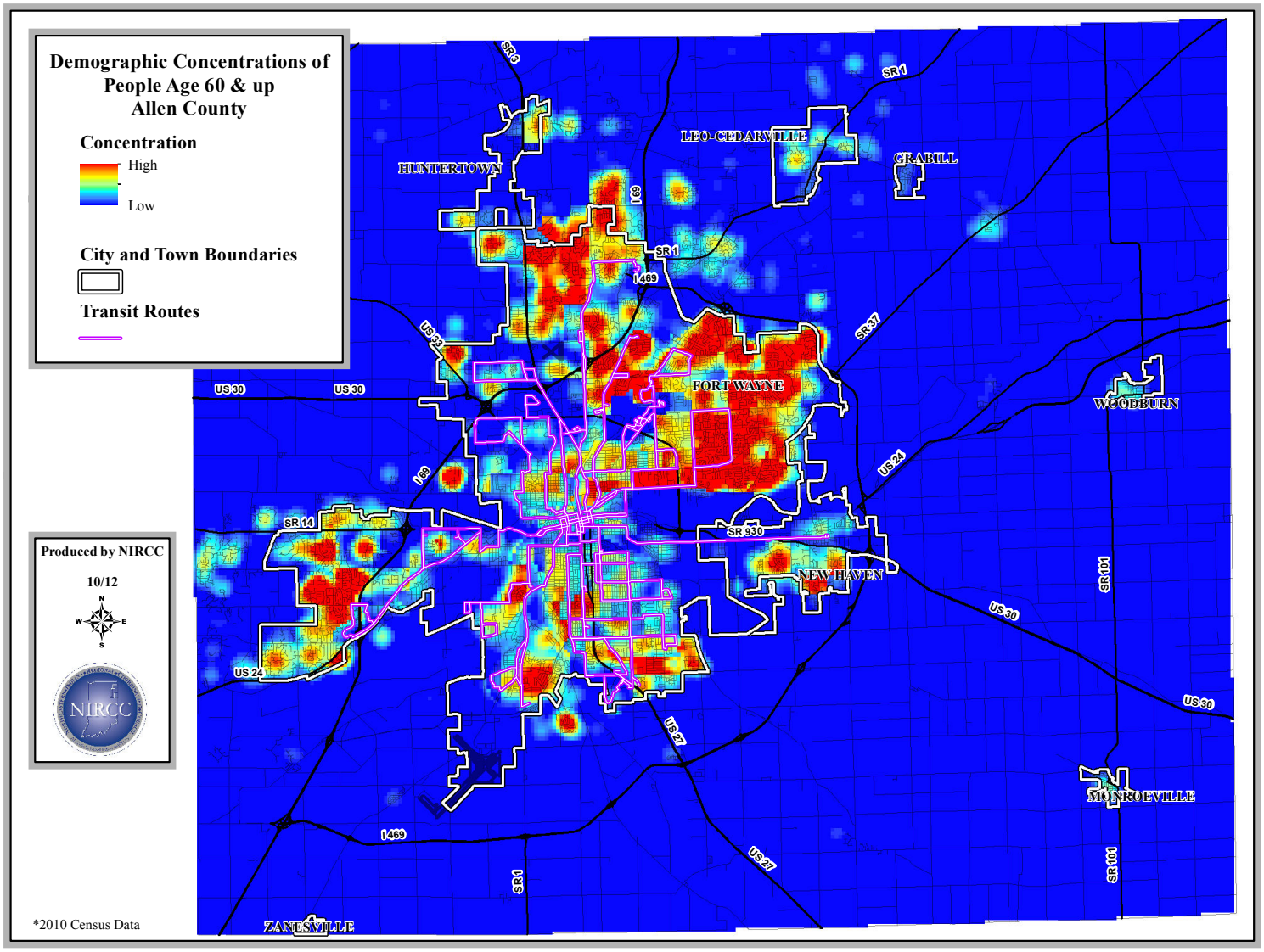
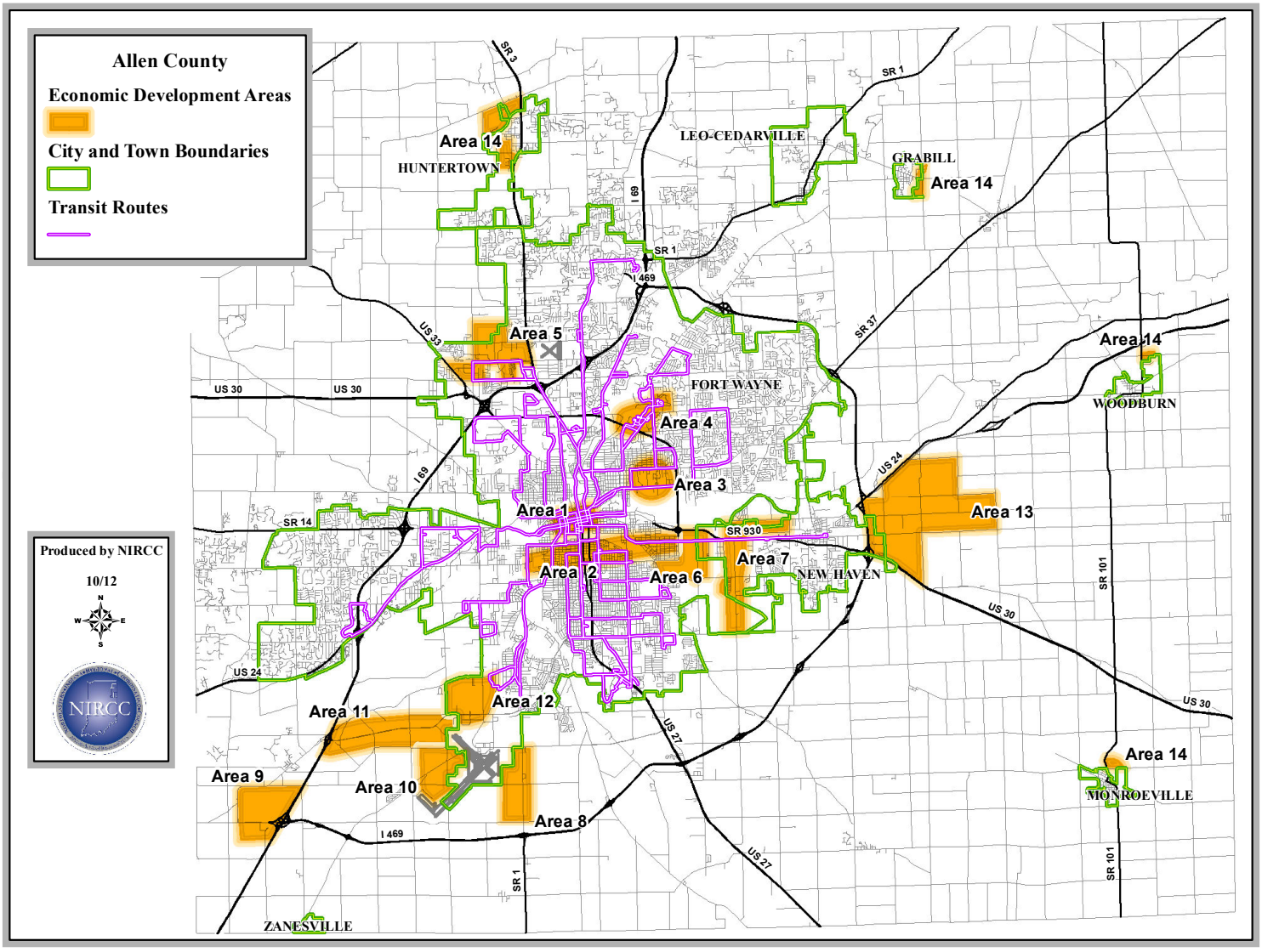


Figure 88



The gaps in services were identified using the information gathered from the identification of the providers and the transportation needs of the targeted populations. The gaps were separated into five categories including hours of operation, service areas, service availability, trip coordination, and consumer information. The gaps are listed below:

Hours of Operation

- No service in the early morning and late evening hours
- Saturday service is limited
- No service on Sundays or Holidays

Service Areas

- Areas not served by public transit
- Areas not served by public para-transit
- Travel outside of Allen County limited

Service Availability

- Frequency of Service
  - o Headways
  - o Trip Limitations (grocery store trips, Medicare/Medicaid trips)
- Limited transit routes in some suburban areas
- Service limited in Rural Areas
- Restrictive Scheduling Requirements
- Accessibility to transit routes (sidewalks and mobility obstacles)

Trip Coordination

- Multiple Destinations
- Trip Length-Time
  - o Excessive Wait and Travel Time

Consumer Information

- Public awareness of service
- Scheduling Information
- Training/Education/Outreach

The Plan did not identify any occurrences of redundant service. Even though the transportation providers typically operate in the same service areas and serve similar population groups containing common clients, they diversify by trip purpose and coordinate to eliminate duplication of services.

The Plan identified strategies to address the identified gaps in services. Creating transportation strategies that complement the existing transit service is the fundamental recommendation for minimizing existing transportation barriers that prevent individuals with

Figure 89

What are your most important reasons for needing transportation?

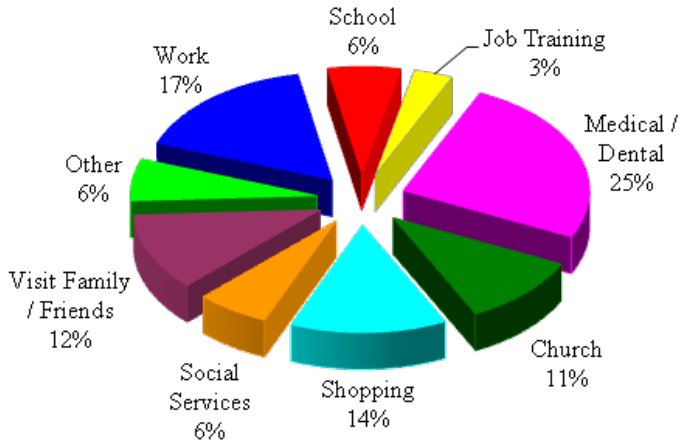


Figure 90

What days of the week do you need transportation?

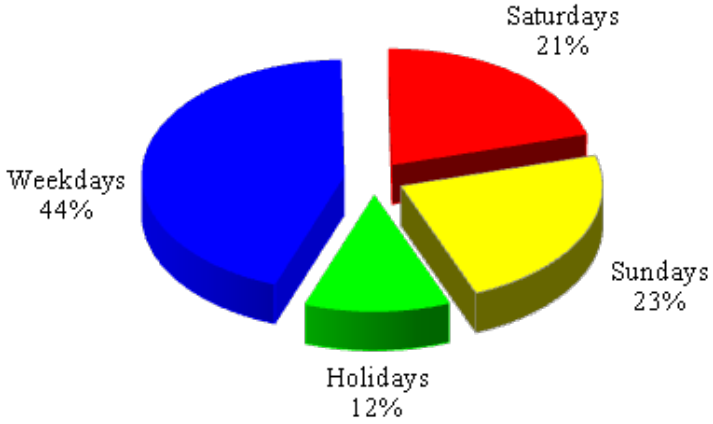
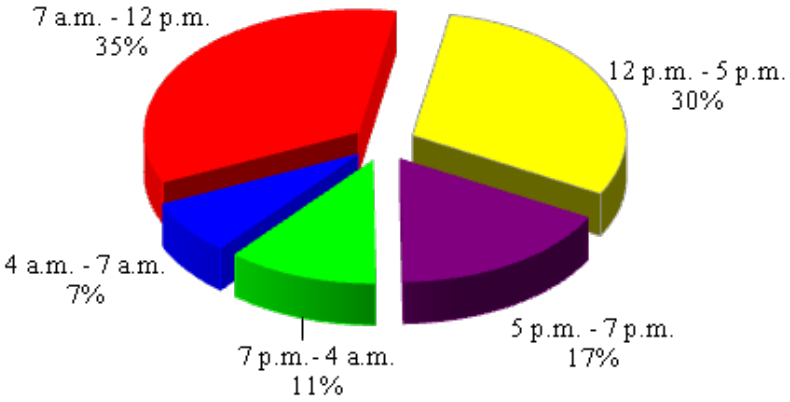


Figure 91

What times of day do you need transportation?



disabilities, older adults, and persons with limited incomes from the desired destinations and services they need and wish to reach. Strategies have been broken down for the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program – Capital Funding; Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities – Operational Funding (Former 5317); and JARC Related Projects (Projects formerly funded under 5316 but now eligible under 5307) separately.

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program – Capital Funding Strategies:

1. Maintain existing service / fleets
2. Maintain and increase coordination / efficiency between all transportation providers
3. Expand existing service / fleets
4. Increase public awareness of available services and programs offered by providers that are available to them

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program – Operational Funding Strategies:

1. Provide transportation above and beyond existing complementary paratransit service
2. Provide transportation outside current service areas
3. Provide transportation within and outside current service schedules

Job Access Reverse Commute Related Projects Strategies:

1. Provide transportation to destinations outside of the current service area
2. Provide transportation within and in particular outside of the current service schedules
3. Facilitate multiple destination trips from a single service provider. (ie. daycare/job)
4. Inform the public about transportation services available in the community and train them to use the services to get to work, job training, and child care as efficiently as possible

Strategies Applicable to All Programs and Providers:

1. Identify new revenue sources to increase operating budgets necessary to expand and maintain services and fleets
2. Keep costs low / maintain affordable rates

The final section of the plan details the process for selecting local projects for each of the three federal programs.

Projects will be submitted to NIRCC. Projects must address at least one of the strategies identified in Plan. All eligible Section 5310 and JARC Related Project applicants' potential projects will be reviewed and selected by the TAC (5310 Capital) or the TPC (5310 Operational and JARC Related).The projects will receive finalized approval from UTAB and NIRCC and will be included in the Transportation Improvement Program (TIP).

The Coordinated Public Transit-Human Services Transportation Plan is available at www.nircc.com.

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 2013. The Summary Report highlights a majority of the transportation planning activities conducted and the products produced by NIRCC during Fiscal Year 2013. 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 2014-2017 Transportation Improvement Program (TIP) represent the improvements selected for implementation. The Fiscal Year 2014-2017 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), 2035 Transportation Plan, and many other documents and staff contact information.

Transportation Summary Report Fiscal Year 2013

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

Northeastern Indiana Regional Coordinating Council