Transportation Summary Report

NIRCC

Fiscal Year 2015

Produced by the
Northeastern Indiana Regional Coordinating Council

Table of Contents

Figures

Figures

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 2015. 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 2016-2019 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, Red Flag Investigation (RFI) studies, and transit planning.

Traffic Surveillance

Studies completed by the Northeastern Indiana Regional Coordinating Council

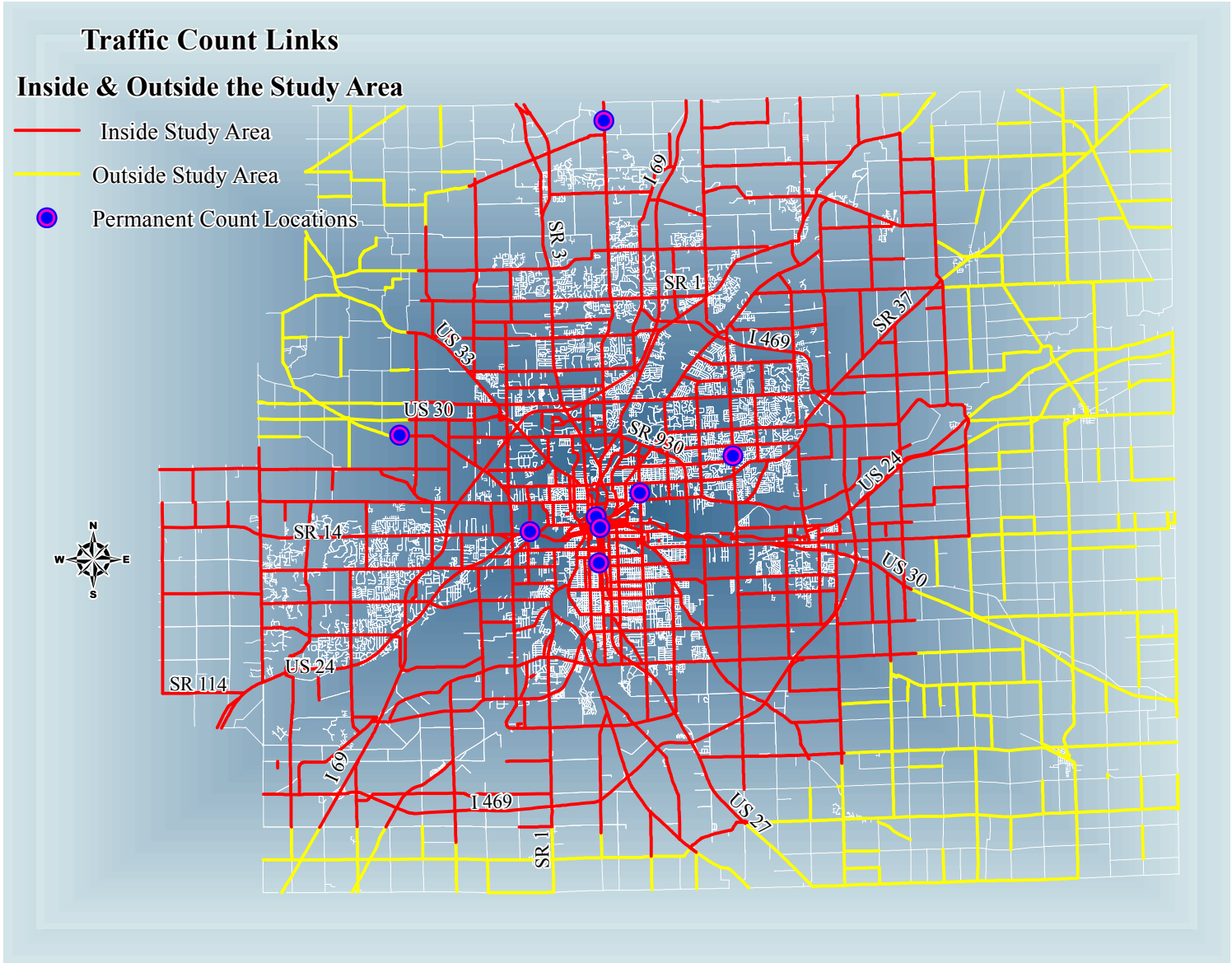
Transportation Summary Report Fiscal Year 2015

TRAFFIC SURVEILLANCE

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

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

Figure 1



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

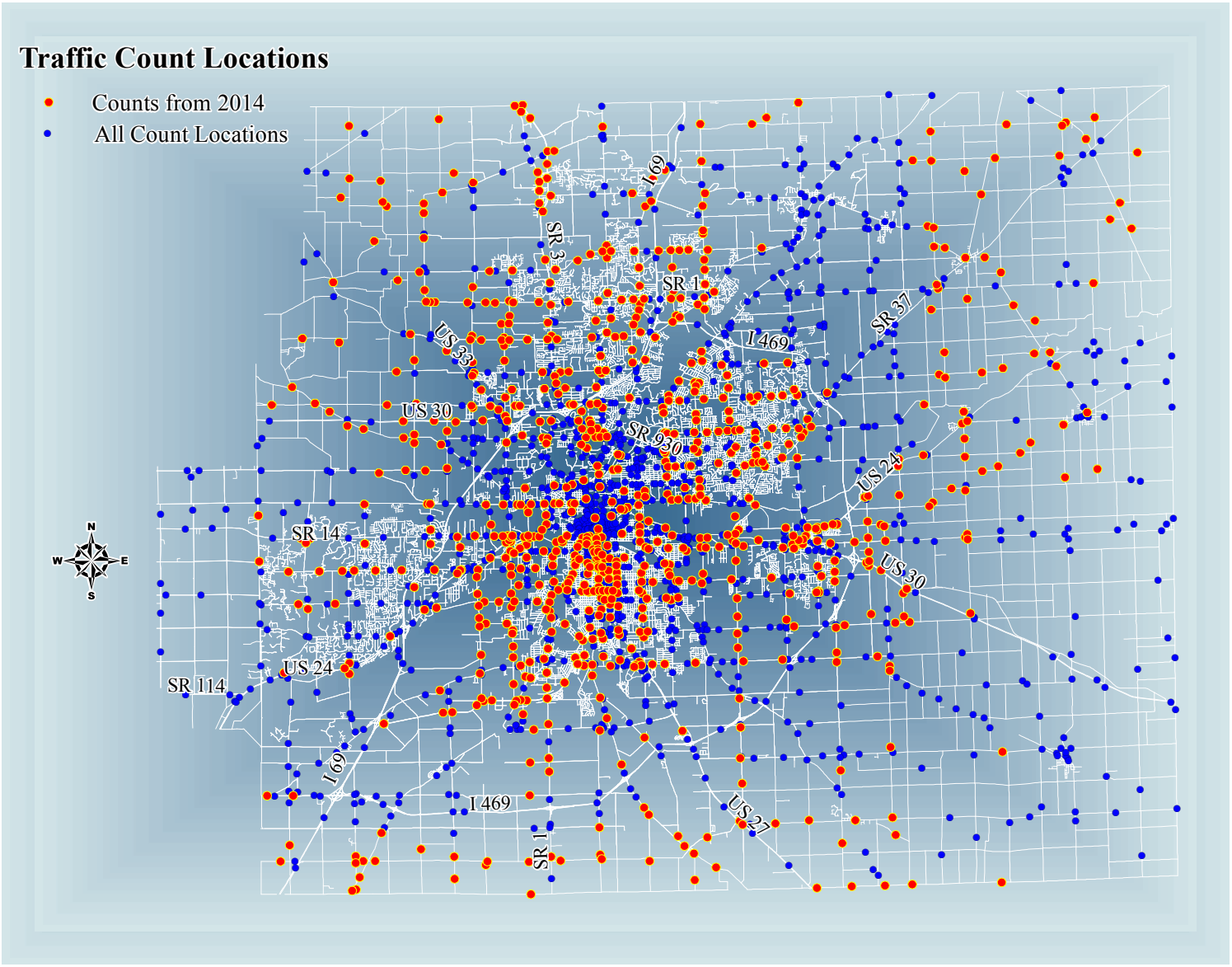


Figure 2

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

The second type of counts are temporary ground counts. In Count Year 2014 (March - December), data was collected at 815 locations, as illustrated in figure 2. Out of the 815 Counts, 100 locations were collected throughout the county

as part of our rural traffic count program. All of these counts are forty-eight hour, weekday counts that are conducted region-wide and adjusted for vehicle axle variability and seasonal variability. These counts fulfill three main objectives: 1) sample locations to estimate vehicle miles of travel, 2) sample highway performance monitoring system locations, and 3) collect coverage and special counts for planning and analysis purposes.

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

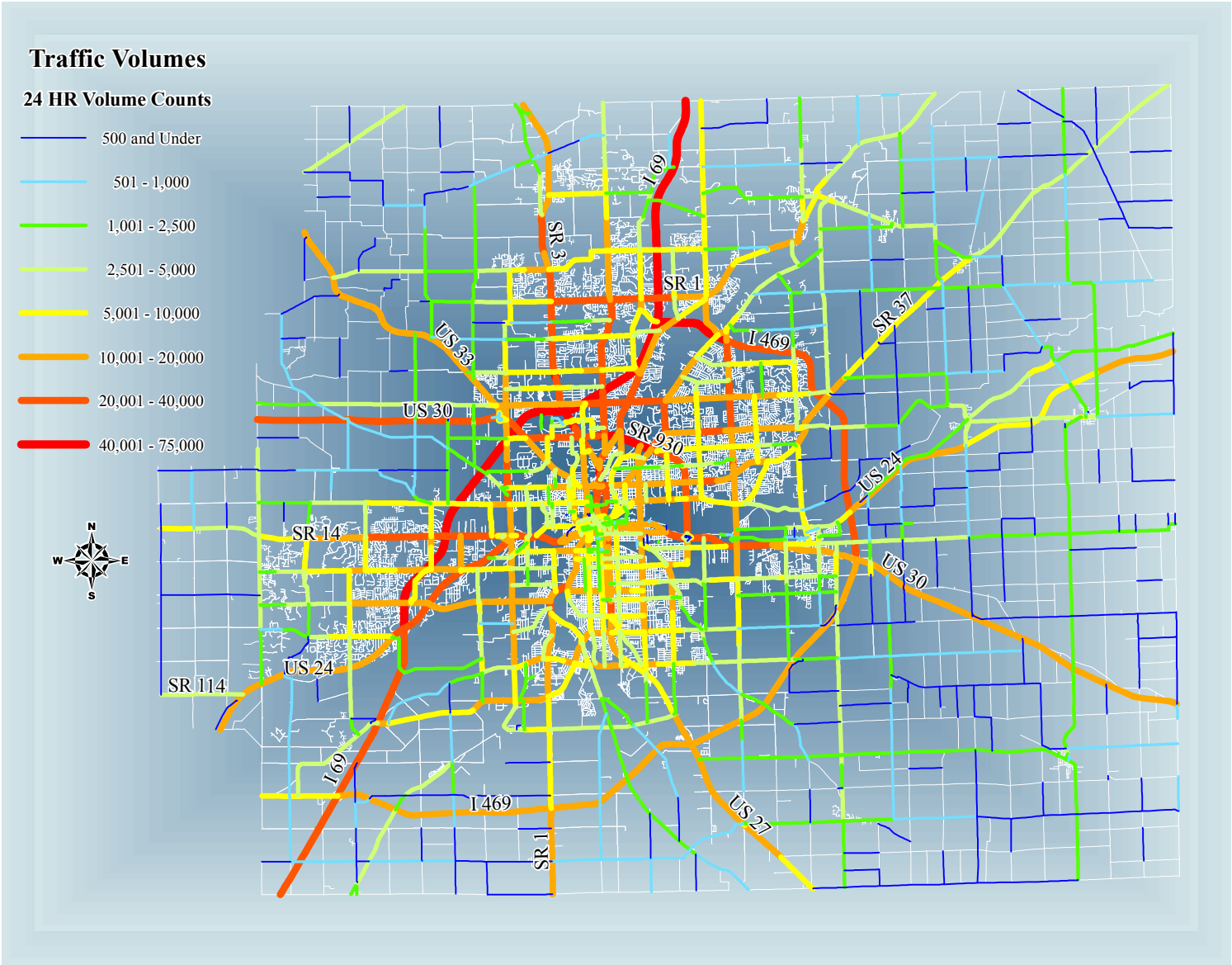


Figure 3

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

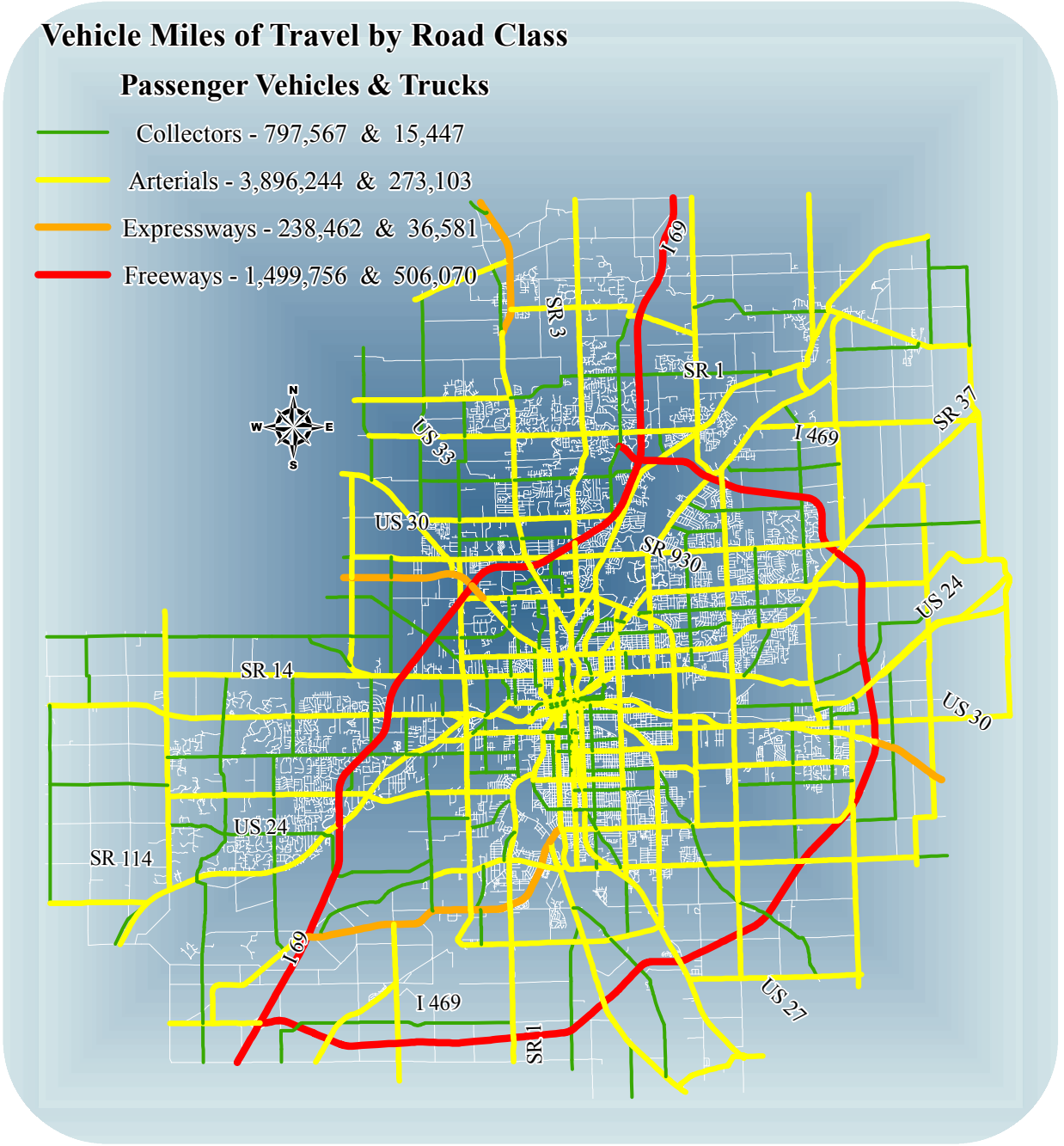
Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2015

VEHICLE MILES OF TRAVEL

The purpose of the vehicle miles of travel (VMT) estimate is to provide a measurement of regional traffic growth. The VMT estimate incorporates several factors that influence quality of travel within a region including traffic volume, length and type of roadway facility, seasonal traffic variations, and vehicle types. The VMT estimate has been published annually for the region beginning in Fiscal Year 1986. With each annual estimate, NIRCC staff has attempted to improve its sampling and analytical skills to produce the most reliable estimate possible. Region wide, vehicle miles of travel decreased from 7,214,635 million in 2013 to 7,265,884 million in 2014. This represents an increase of 0.71 percent. The VMT increased on arterial streets (0.97%), decreased on collector streets (-0.52%), and increased on expressways (5.97%) from 2013. The VMT is illustrated for 2014 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 2004 to 2014 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

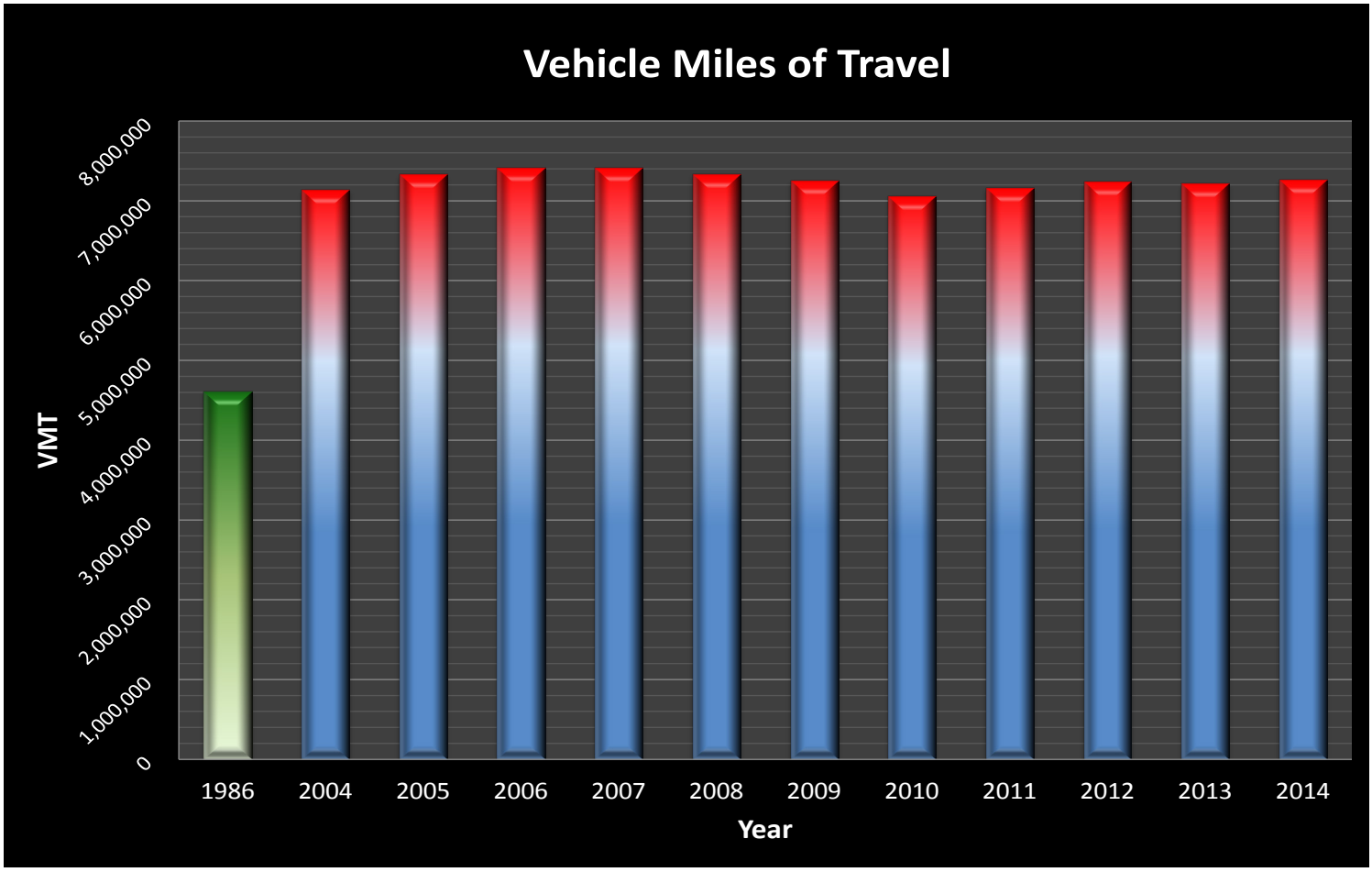
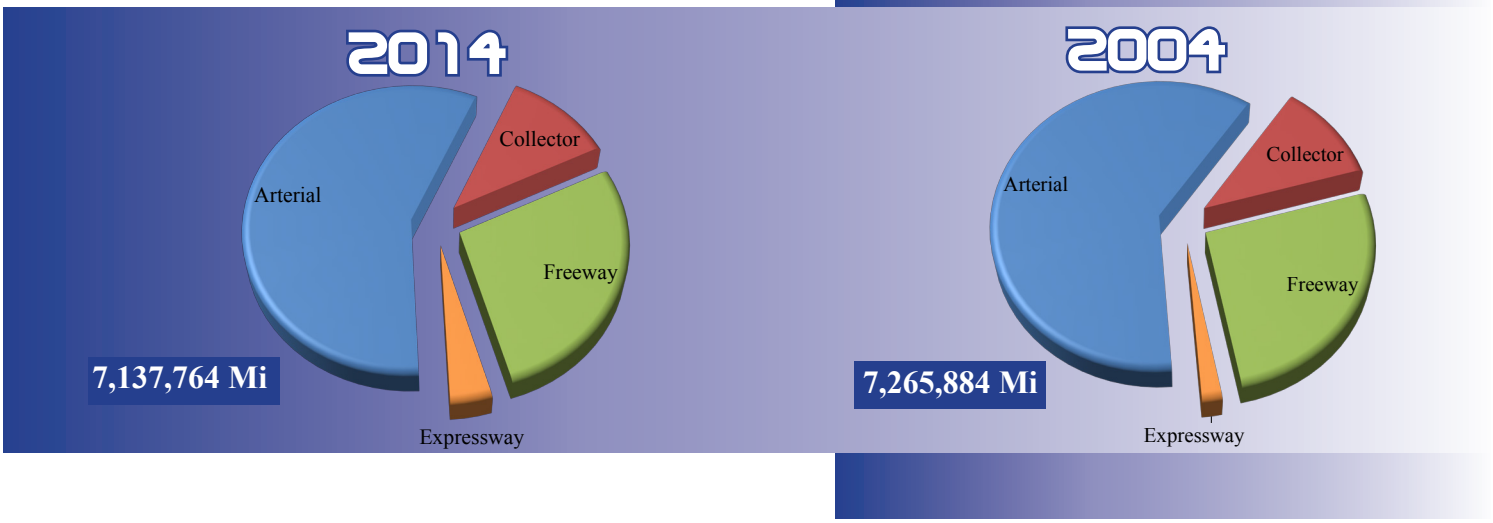


Figure 6 presents three pie charts that represent the proportions of VMT by street classification for the years 1986, 2004, and 2014. As you can see, the proportions of traffic in 1986 are different compared to the proportions of traffic in 2004 and 2014. Freeway traffic increased significantly while Arterial usage decreased. The main reason for these changes can be attributed to the opening of Interstate 469. The first year that Interstate 469 was included in the VMT estimates was in 1996. The addition of Interstate 469 caused a large shift of traffic from the arterial streets to the new freeway system.

Figure 6

Annual Average Weekday VMT

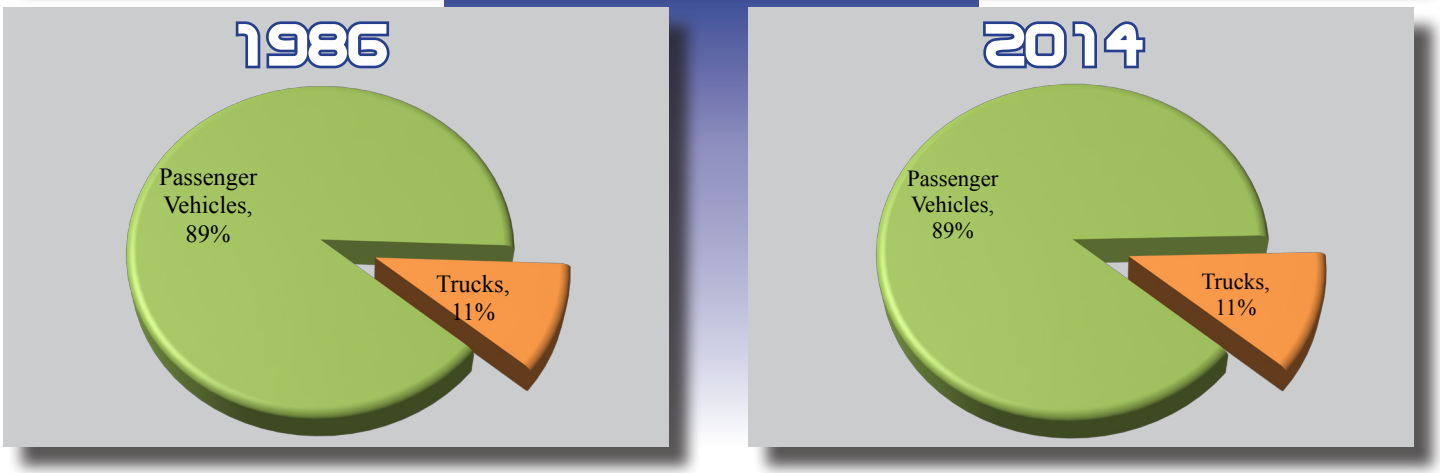


The VMT is also broken down to show the annual average VMT for passenger vehicles and trucks. The pie charts contained in figure 7 illustrate the VMT for 1986 and 2014. The proportion of truck traffic compared to passenger vehicle traffic is almost identical in 1986 and 2014. A further breakdown of the proportionate usage of passenger vehicles versus trucks on the different road classifications shows some interesting differences between 1986 and 2014. 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 2014 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 2014. The utilization of the freeway system has alleviated a significant amount of truck traffic from the arterials.

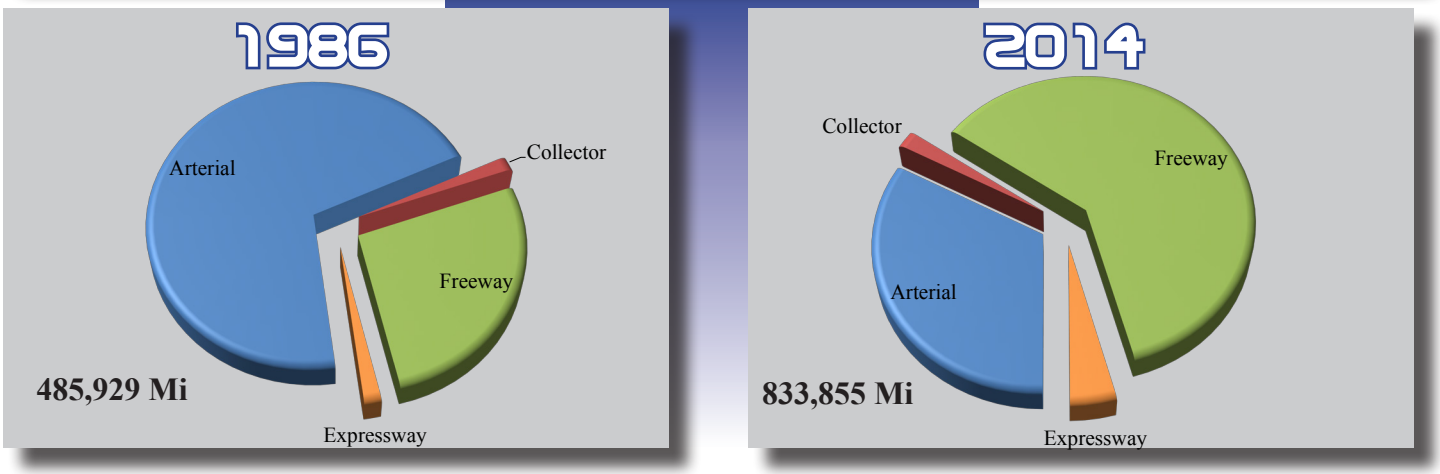
The pie charts contained in figure 8 illustrate the proportion of passenger vehicle traffic versus truck traffic for each type of road classification. Even though the amounts of truck traffic and passenger vehicle traffic significantly changed

Figure 7

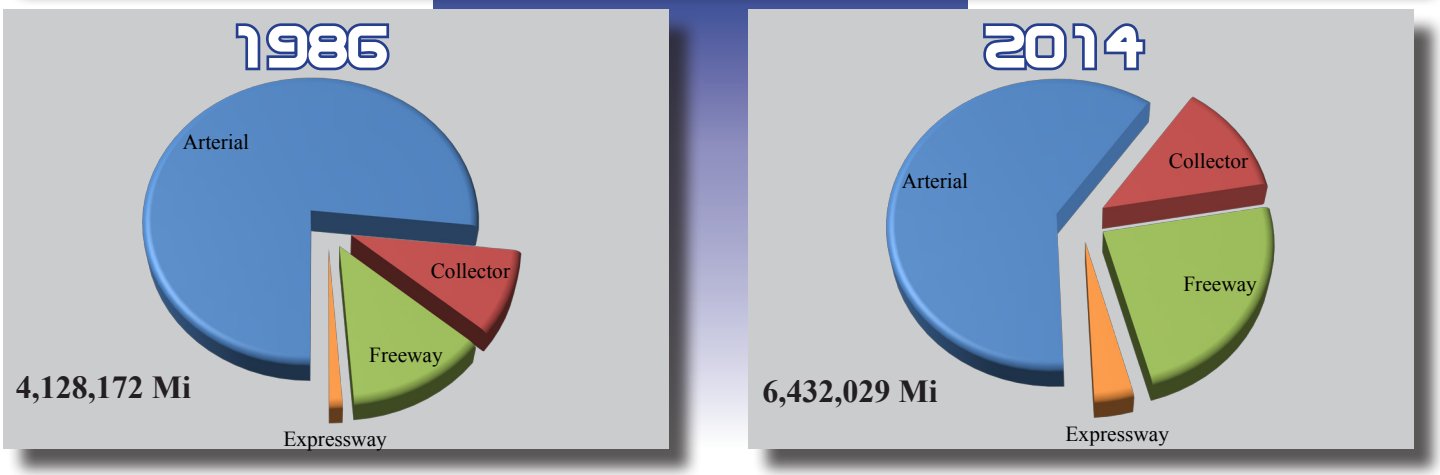
Annual Average Weekday VMT for Passenger Vehicles compared to Trucks



Annual Average Weekday VMT for Trucks



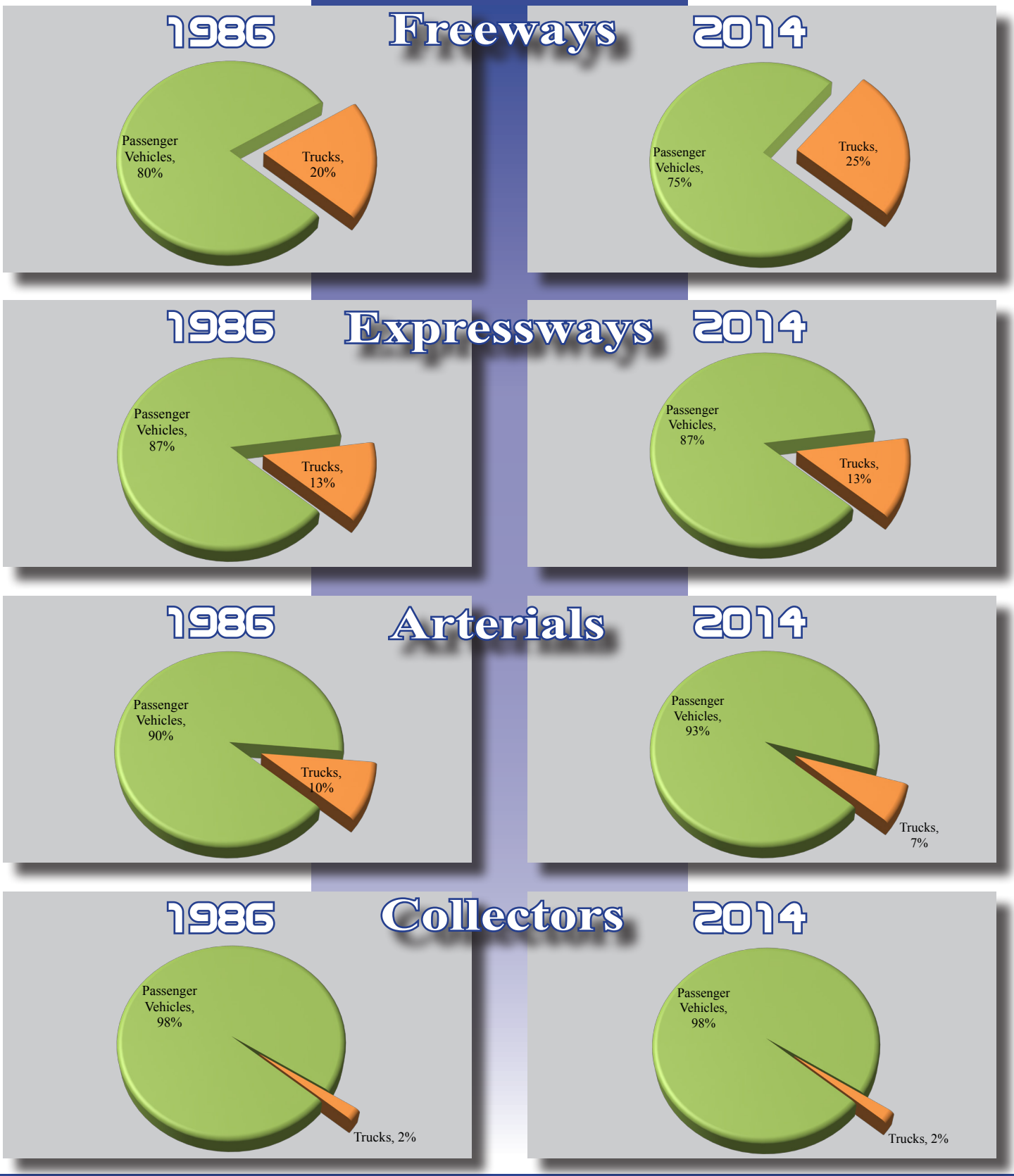
Annual Average Weekday VMT for Passenger Vehicles



for some of the road classifications, the proportions of passenger vehicles and trucks for each road classification remained very similar between 1986 and 2014.

Figure 8

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



Intersection and Arterial Analysis

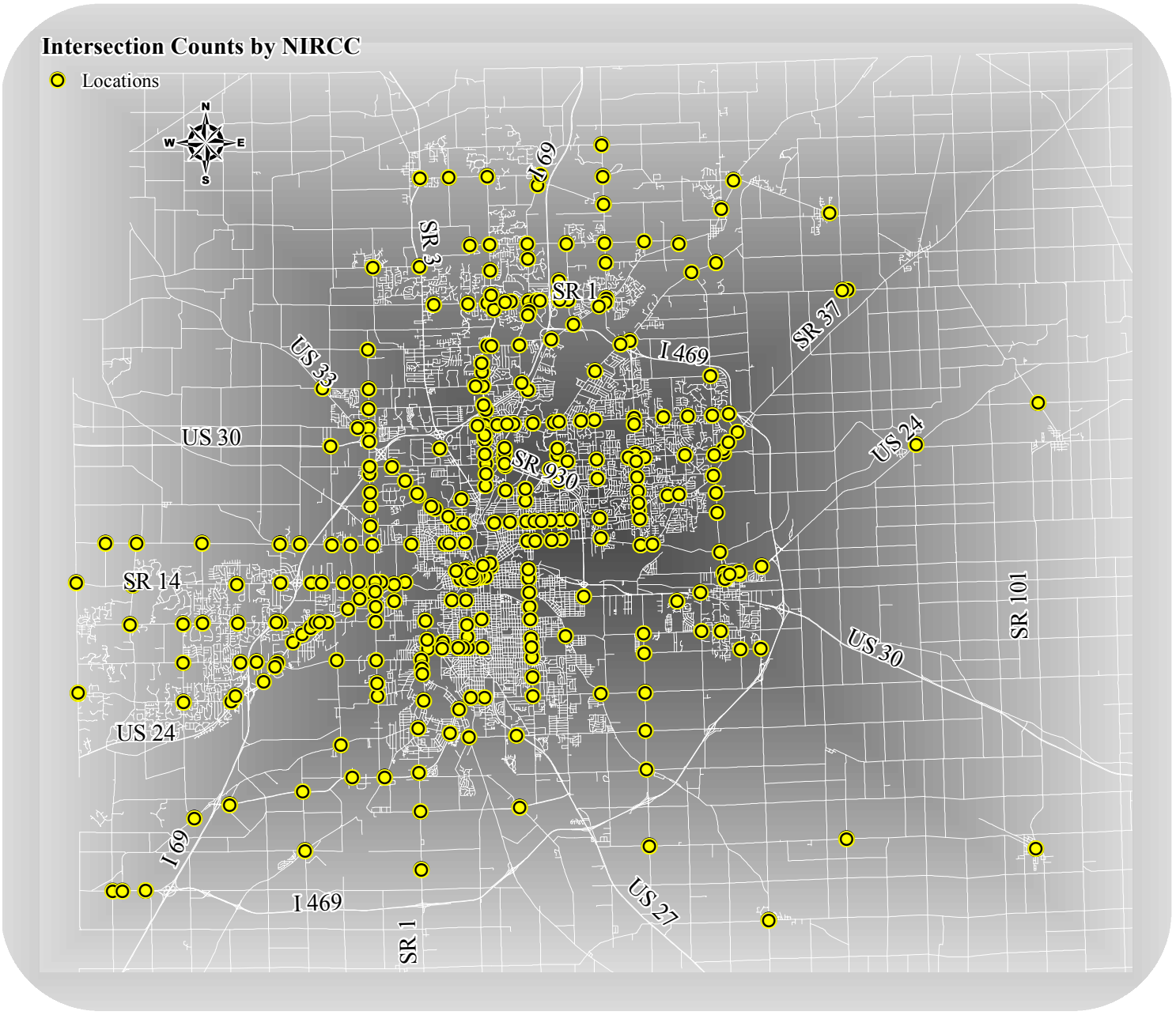
Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2015

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 2015, NIRCC evaluated 18 intersections which are listed in the table contained in figure 10. Out of these 18 intersections, 13 were signalized and 5 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 2015 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 2015 are illustrated in figure 15.

Figure 10

Signalized Intersections
• Apple Glen Blvd / Jefferson Blvd
• Clay St / Berry St
• Coldwater Rd / Washington Ctr Rd
• Covington Plaza E / Jefferson Blvd
• Covington Plaza W / Jefferson Blvd
• Covington Rd / Jefferson Blvd
• Fogwell Pkwy / Lafayette Ctr Rd
• Getz Rd / Jefferson Blvd
• Illinois Rd S / Jefferson Blvd
• Jefferson Blvd / Jefferson Pointe
• Jefferson Blvd / Olde Canal Pl
• Mallard Cv / Jefferson Blvd
• Maplecrest Rd / Stellhorn Rd
Unsignalized Intersections
• Aboite Rd / Lafayette Ctr Rd
• Adams Ctr Rd / Marion Ctr Rd
• Jefferson Blvd / Taylor St
• Jefferson Blvd / Main St
• Progress Rd / Value Dr

Figure 11

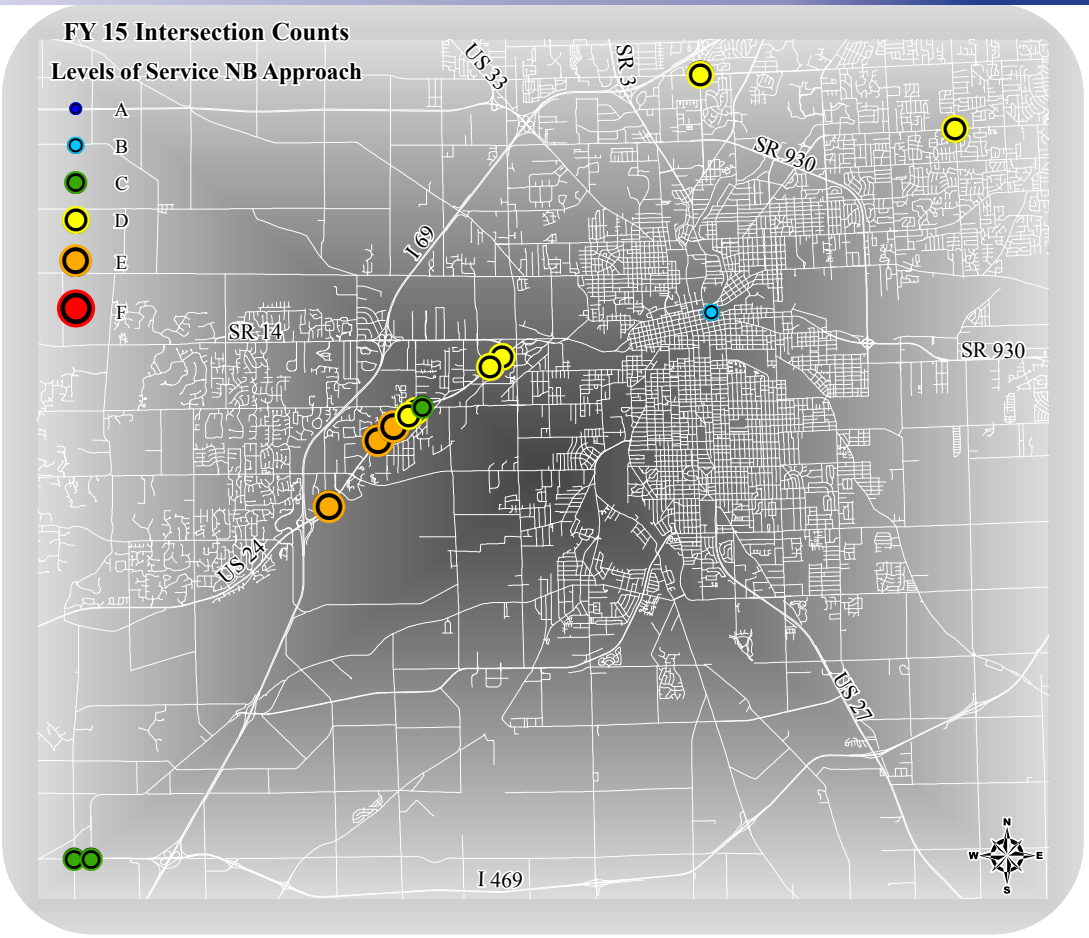
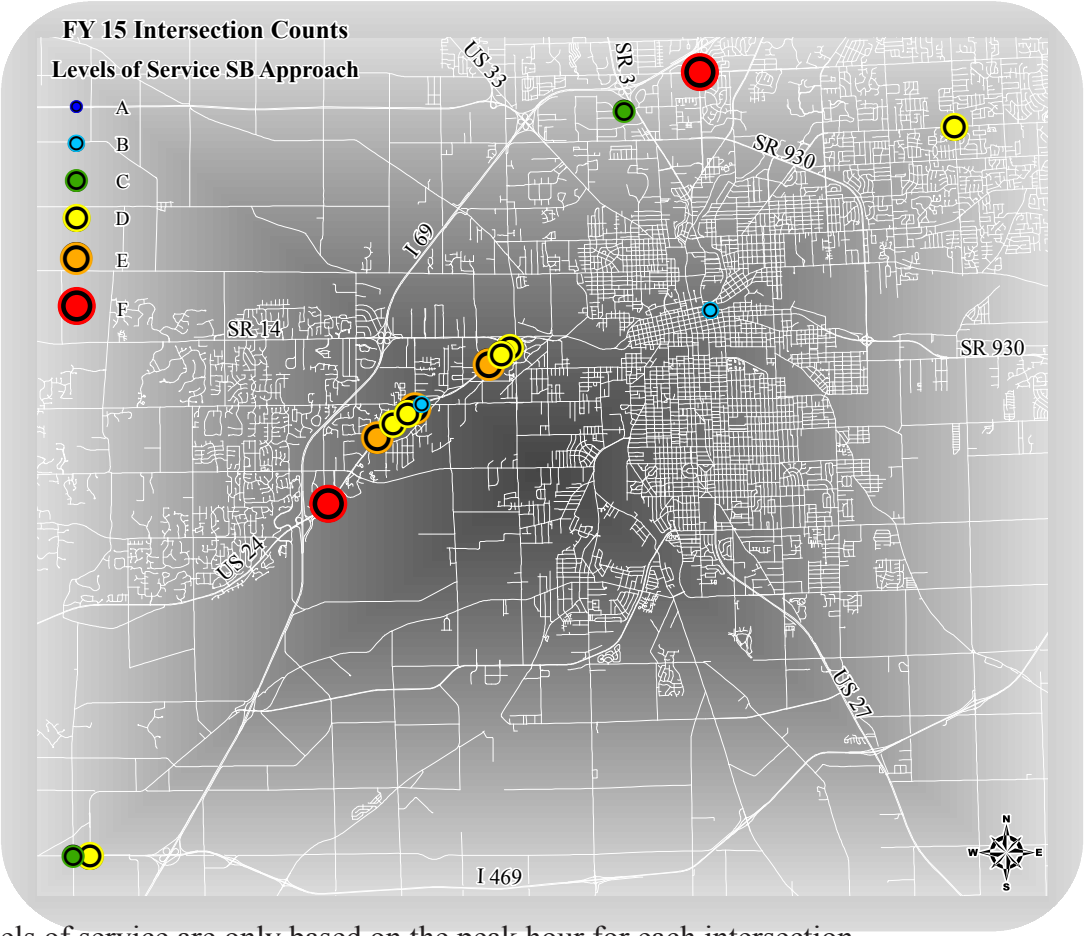


Figure 12



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

Figure 13

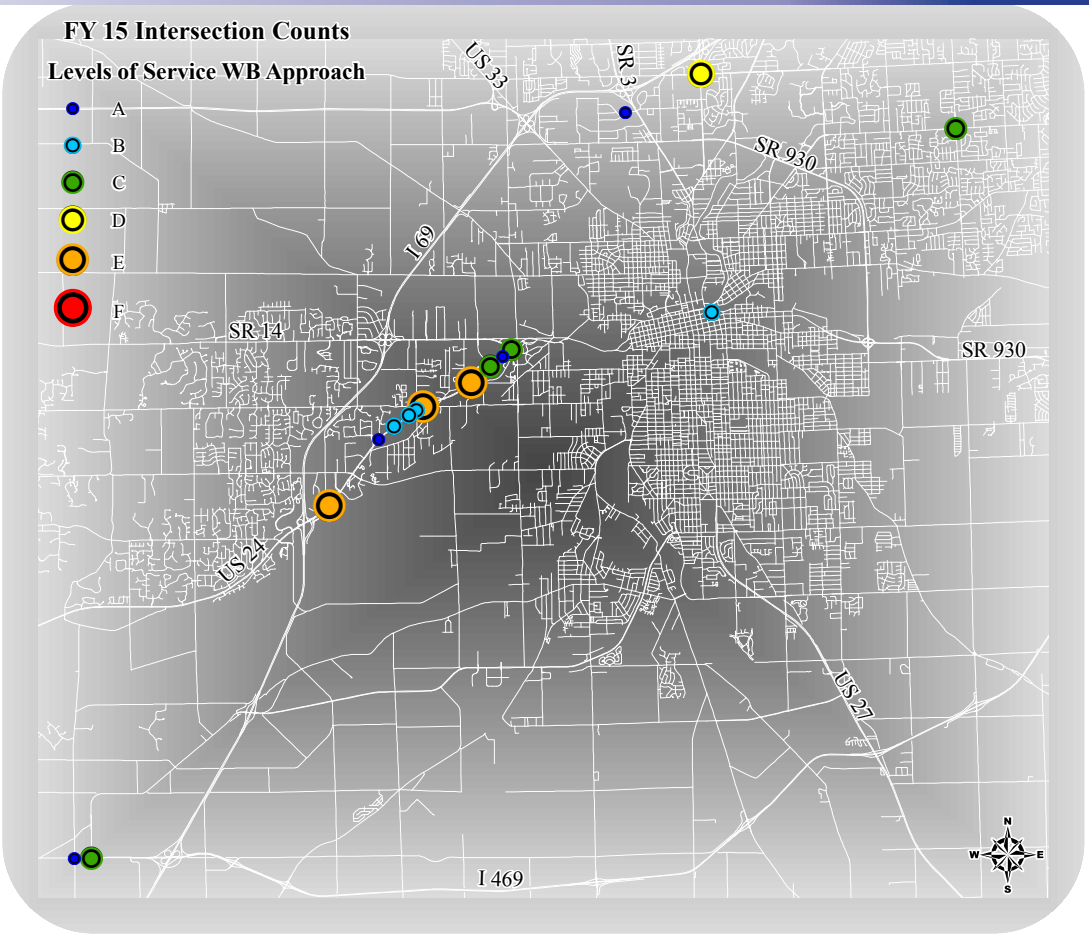
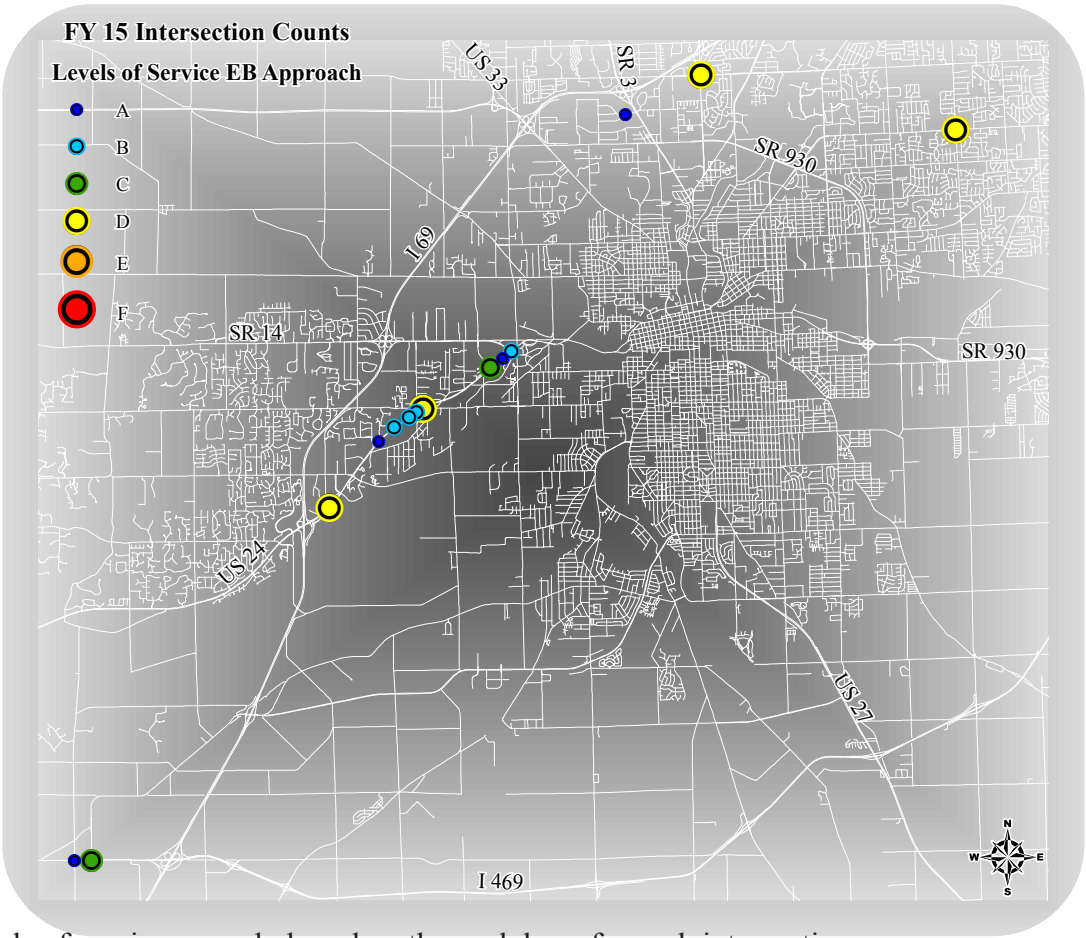
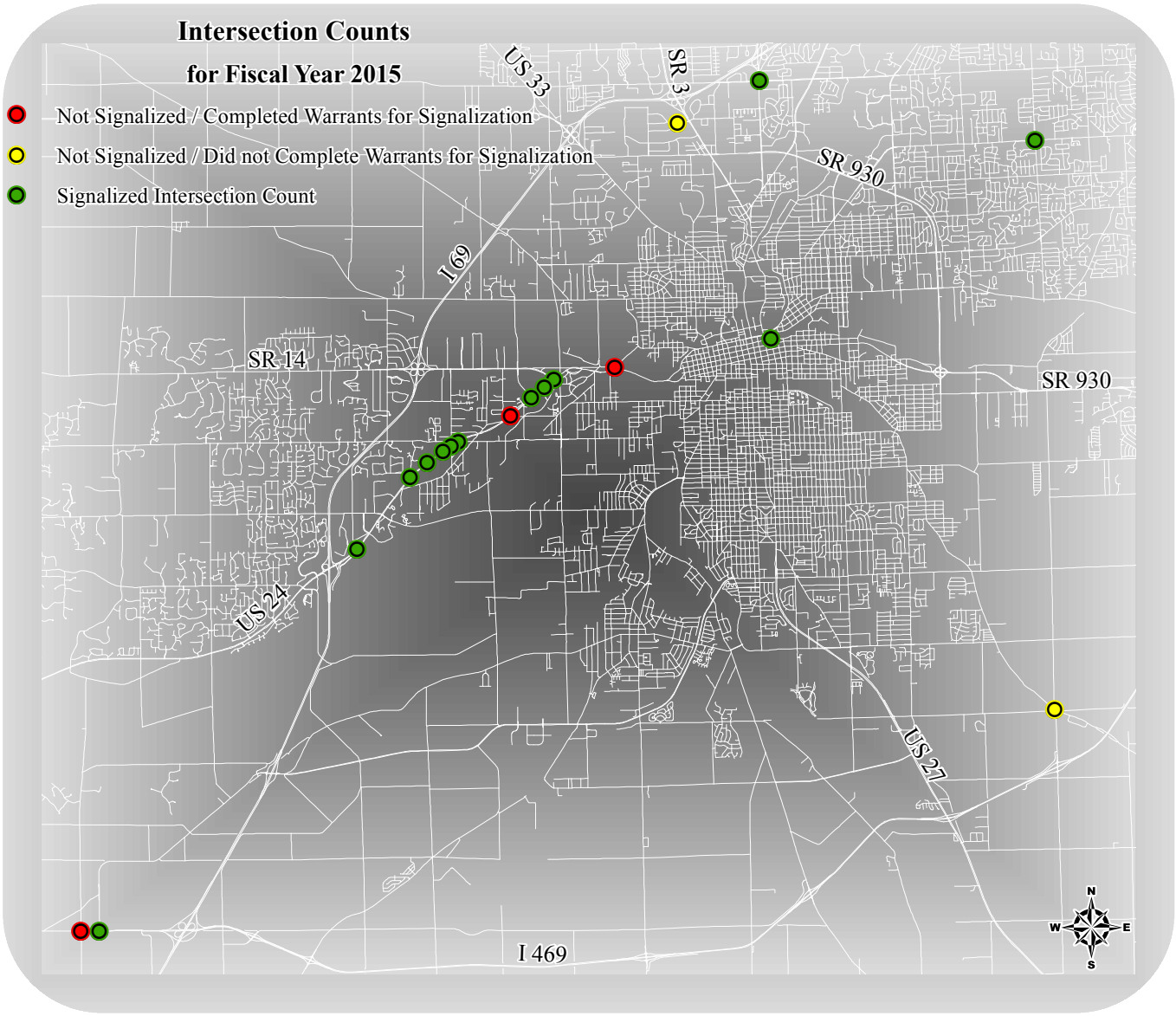


Figure 14



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

Figure 15


Intersection Counts
for Fiscal Year 2015
Not Signalized / Completed Warrants for Signalization
Not Signalized / Did not Complete Warrants for Signalization
Signalized Intersection Count
US 33
SR 3
SR 930
I 69
SR 14
SR 930
US 24
US 27
I 469
N
W
E
S

Corridor Studies

Studies completed by the Northeastern Indiana Regional Coordinating Council

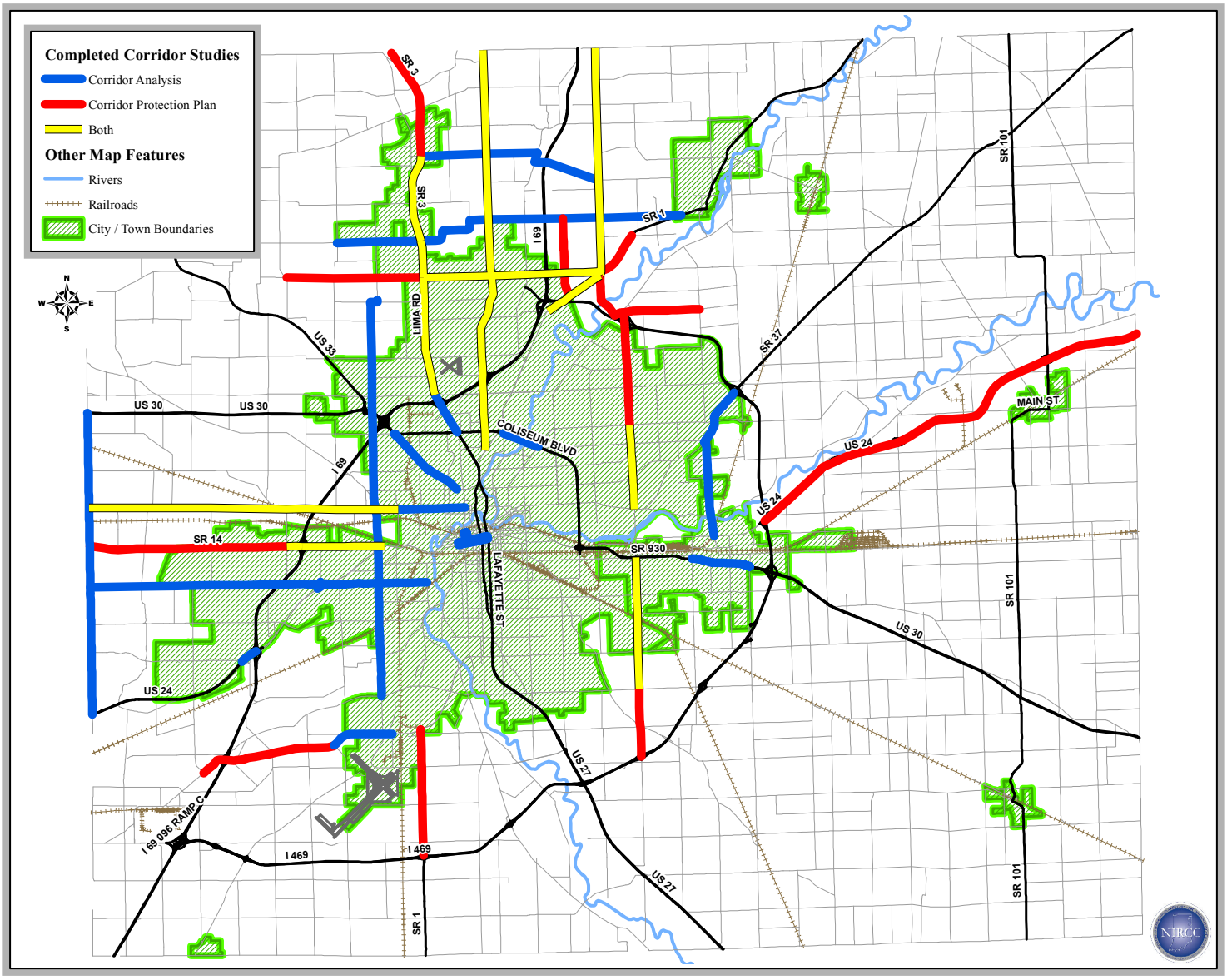
Transportation Summary Report Fiscal Year 2015

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



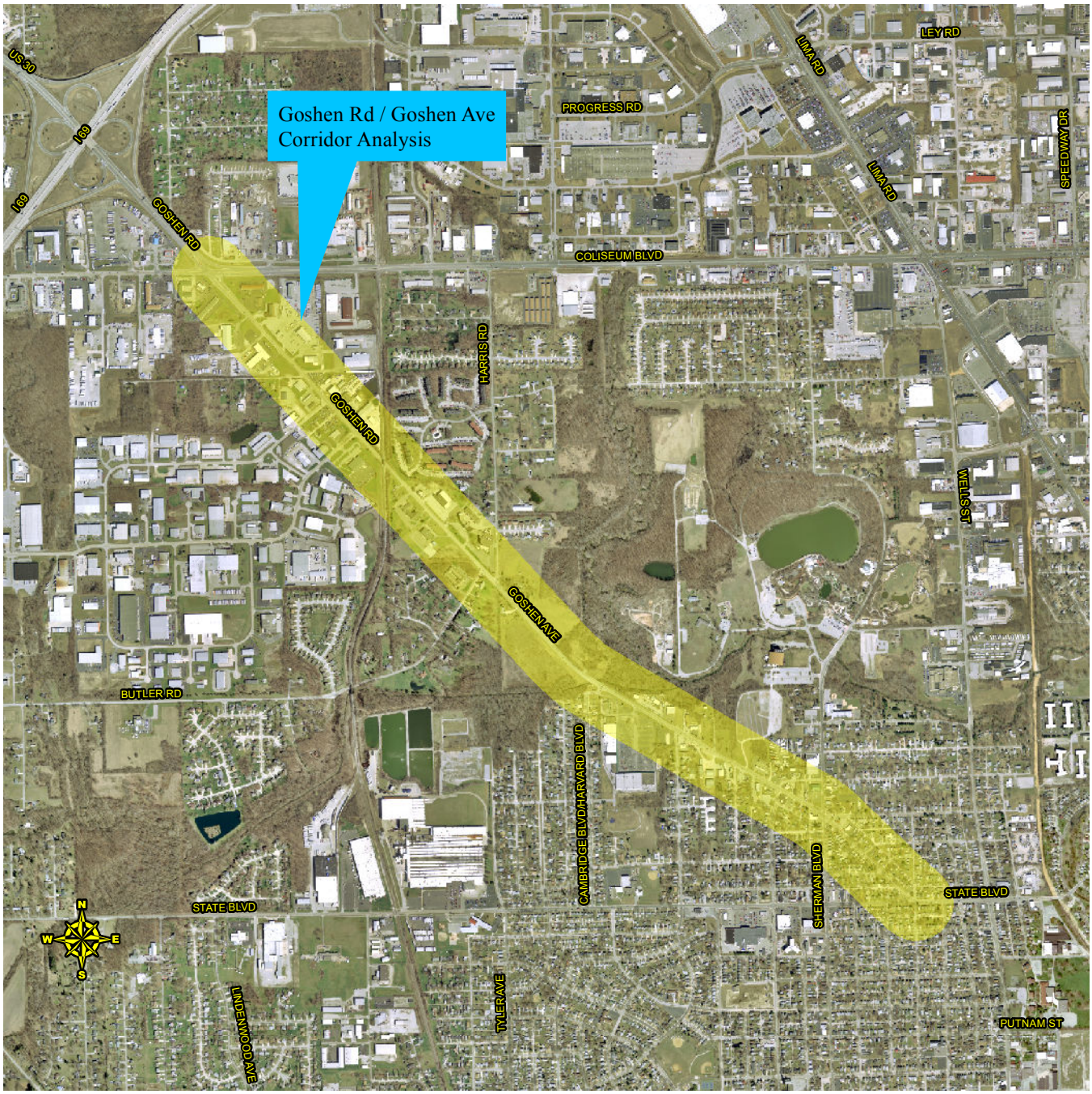
accommodate future traffic and relieve anticipated congestion problems along the corridor. Information provided by a corridor and impact analysis helps in developing a corridor protection plan that can be an efficient tool for mitigating potential congestion.

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 2015, NIRCC completed one Corridor Analysis study shown in figure 17. This study is described on pages 28 through 32.

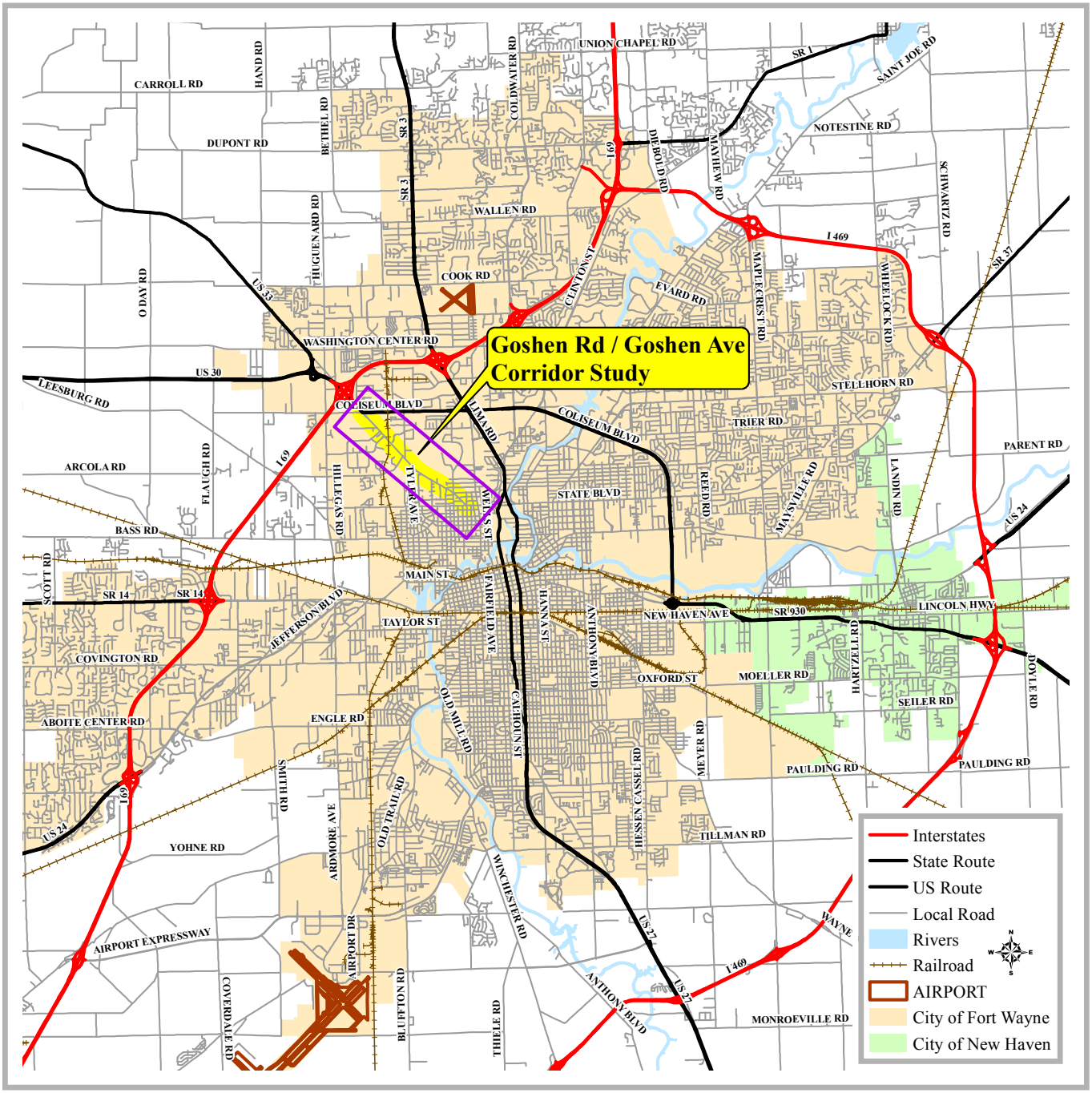
Figure 17


Goshen Rd / Goshen Ave
Corridor Analysis
US 30
I-69
I-69
GOSHEN RD
PROGRESS RD
LEY RD
LIMA RD
LIMA RD
SPEEDWAY DR
COLISEUM BLVD
HARRIS RD
GOSHEN RD
GOSHEN AVE
WELLS ST
BUTLER RD
CAMBRIDGE BLVD/HARVARD BLVD
SHERMAN BLVD
STATE BLVD
STATE BLVD
N
W
E
S
LINDENWOOD AVE
TYLER AVE
PUTNAM ST

Corridor and Impact Analysis Study
Huguenard Road / Hillegas Road Corridor and Impact Analysis

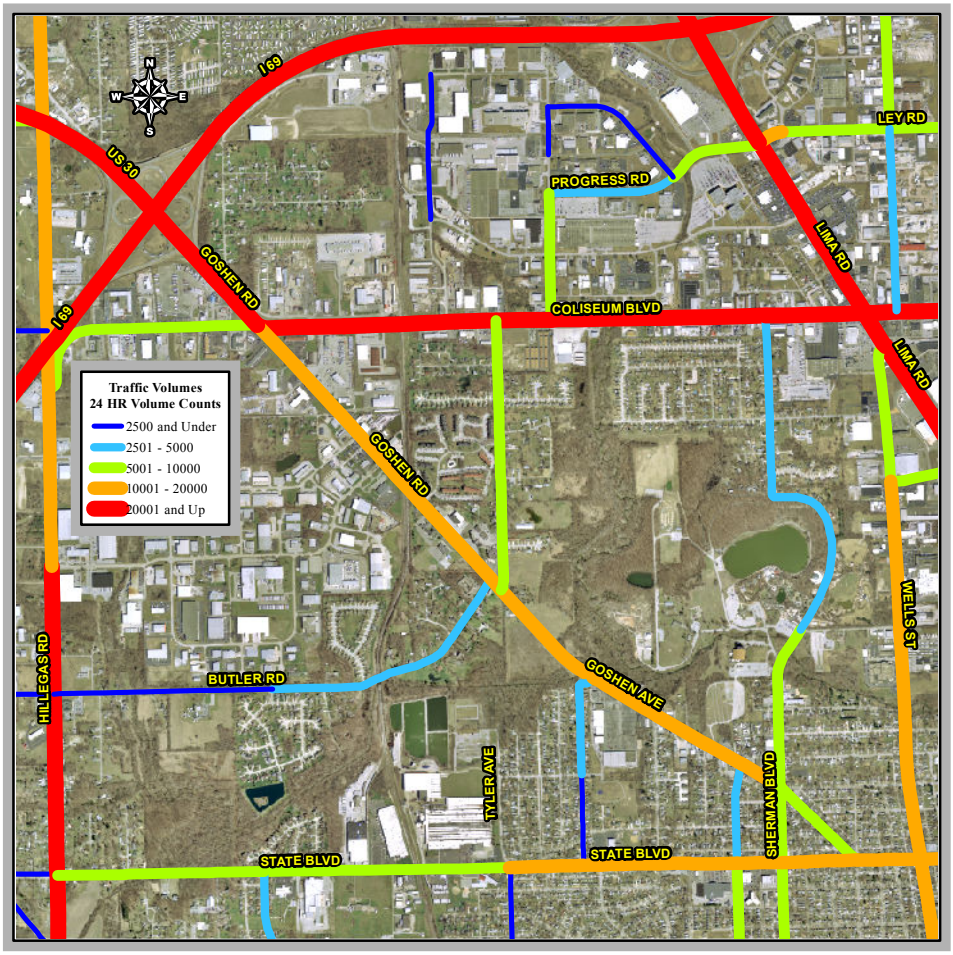
The main purpose of this corridor and impact analysis is to evaluate traffic impacts of proposed roadway projects and future developments on an existing corridor. The study of Goshen Road / Goshen Avenue, which was completed in FY15, was initiated by NIRCC in FY14 due to the number of existing and potential developments along the corridor. Also, Goshen Road / Goshen Avenue is recommended to be reconstructed as part of the 2035 Transportation Plan. The plan recommends sidewalks and bike lanes as part of any future reconstruction project as well. The analysis for this

Figure 18



study calculated and examined existing conditions and estimated future changes to the levels of service (LOS) based on current and projected traffic volumes and with the planned future improvements.

Figure 19



LOS is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. LOS is based upon the average stopped delay per vehicle for various movements within the intersection. LOS "A" describes operations with very low delays; most vehicles do not stop at all. LOS "C" describes operations with longer delays; stopping vehicles are significant but many still pass without stopping. LOS "F" describes operations with delays unacceptable to most drivers; the intersection is exceeding capacity. When service levels fall below acceptable levels, recommendations are tested to accommodate future traffic and relieve anticipated congestion problems along the corridor. These studies also identify problem areas and develop recommendations for roadway improvements.

The Goshen Road / Goshen Avenue corridor was studied from Coliseum Boulevard/SR 930 to State Boulevard. It is classified as an arterial and is a northwest/southeast corridor on the northwest side of the City of Fort Wayne. Traffic volumes along this corridor vary from 7,800 vehicles per day all the way up to 16,800 vehicles per day (figure 19). Figure 18 shows the entire corridor in relation to the City of Fort Wayne.

The study examines the following scenarios:

- Scenario 1: Existing Traffic Volumes
- Scenario 2: Existing volumes + traffic generated by the proposed developments(Phase I)
- Scenario 3: Existing volumes + traffic generated by the proposed developments(Phase I) + traffic generated by the areas with a potential for development (Phase II)

There is potential for a number of developments along the Goshen Rd / Goshen Ave corridor and the surrounding area. Figure 20 shows the proposed and potential developments that may occur in phase I and II for this corridor. These developments, along with an estimated 2 percent annual growth rate, will increase the average annual daily traffic (AADT). Figure 21 shows an example table from the report which shows the number of trips these proposed and potential developments may generate.

The Goshen Rd / Goshen Ave study focused on six signalized intersections (Goshen Rd @ Coliseum Blvd, Goshen Rd @ Independence Dr, Goshen Rd @ Butler Rd / Harris Rd, Goshen Ave @ Gateway Plaza Shopping Center, Goshen Ave @ Sherman Blvd, and Goshen Ave @ State Blvd). One scenario looked at changing the existing 5 legged intersection at Goshen Ave and Sherman Blvd into a roundabout. You can see example diagrams of this change and the potential levels of service for this scenario in figures 22 - 24.

The following is an example of the Goshen Ave and Sherman Blvd intersection analysis. There were three scenarios analyzed for this intersection which showed existing conditions and the potential of future development and the impacts it would have on levels of service. This analysis also generated proposed projects and the resulting level of service changes to compare with existing conditions:

Figure 20

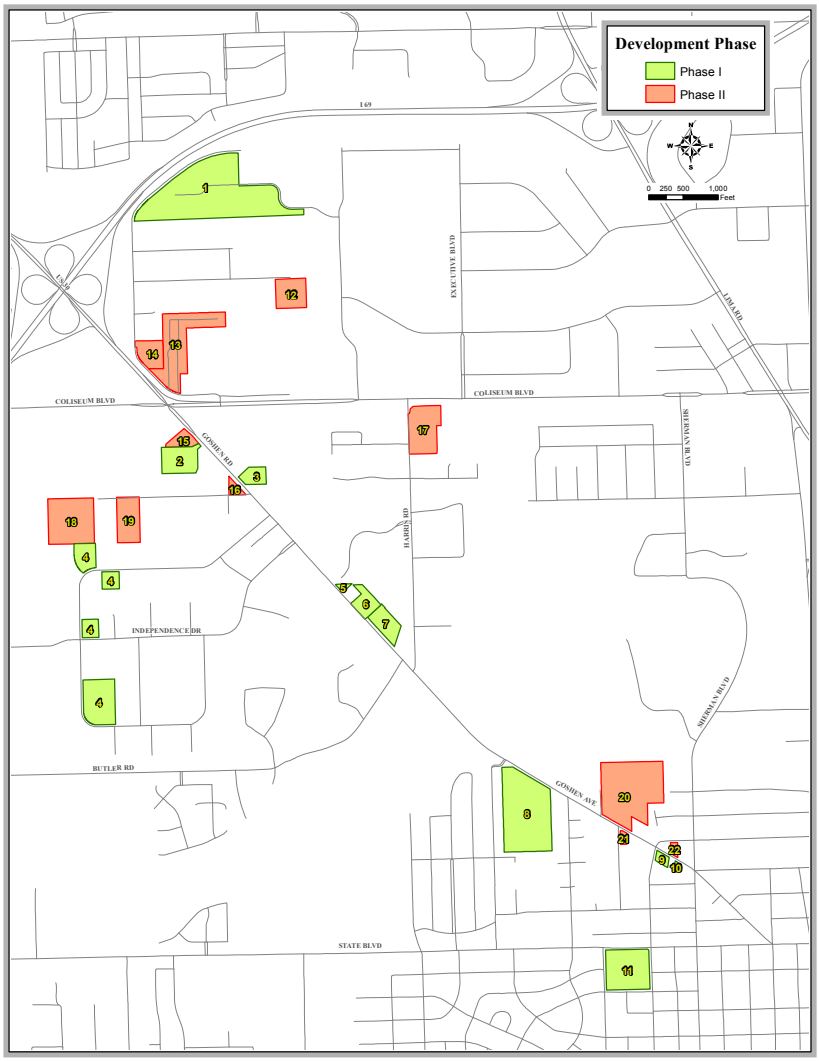


Figure 21

Table 4: New Trips from Phase I Residential/Commercial Development (combined)						
	24Hour		Peak-Enter		Peak-Exit	
Site	Enter	Exit	AM	PM	AM	PM
1. Industrial Site 29A	887	887	202	51	30	192
2. Industrial ~32,200sqft	112	112	30	5	3	30
3. Industrial ~ 11,600sqft	41	41	11	2	1	11
4. Industrial Buildings ~ 100,000sqft (4Bldgs)	349	349	91	15	10	93
5. Restaurant (Sitdown)~ 2,500sqft	113	113	1	13	1	6
6. Office Building ~ 20,600sqft	114	114	28	5	4	26
7. Office Building ~ 35,000sqft	193	193	48	9	7	43
8. Shopping Center ~ 8,000sqft	171	171	5	14	3	16
9. Office Building ~ 7,200sqft	40	40	9	2	2	9
10. Restaurant (Fastfood)~ 2,000sqft	496	496	46	34	45	31
11. Shopping Center ~ 3,700sqft	86	86	2	7	2	8
New Trips from Phase II Residential/Commercial Development for Section 2 (combined)						
12. Industrial ~ 4 Acres	104	104	25	6	5	23
13. Industrial ~ 11.4 Acres	296	296	71	18	15	65
14 Industrial ~ 3.2 Acres	83	83	20	5	4	18
15. Motel ~ 40 Rooms	113	113	6	10	12	9
16. Restaurant (Fastfood) ~2,000sqft	496	496	46	34	45	31
17. Restaurant (Fastfood) ~3,000sqft	744	744	69	51	67	47
18. Industrial ~ 10.4 Acres	259	259	62	16	13	57
19. Industrial ~ 5 Acres	130	130	32	8	6	28
20. City Park ~ 16 Acres	*	*	36	44	36	28
21. Car Lot ~ 2,000sqft	33	33	3	2	1	3
22. Car Lot ~ 2,000sqft	33	33	3	2	1	3

Figure 22

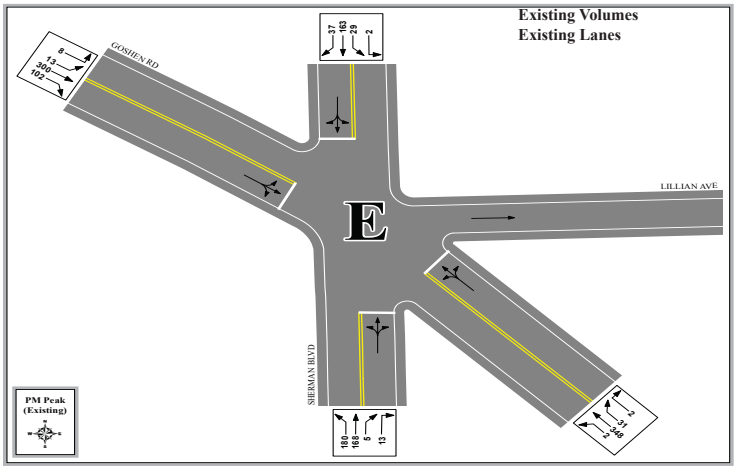


Figure 23

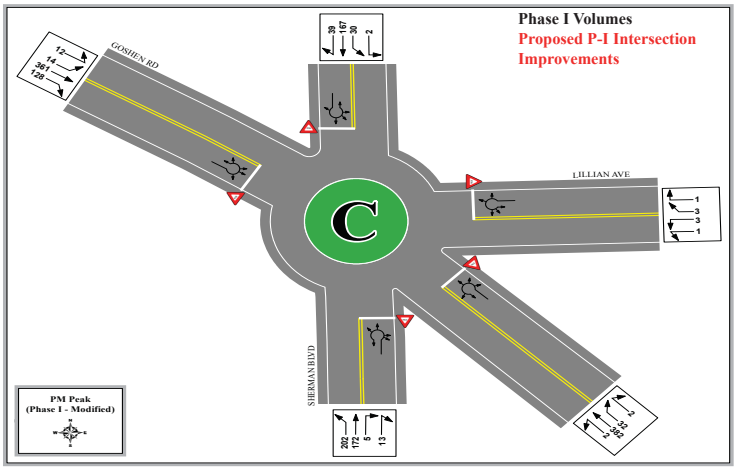
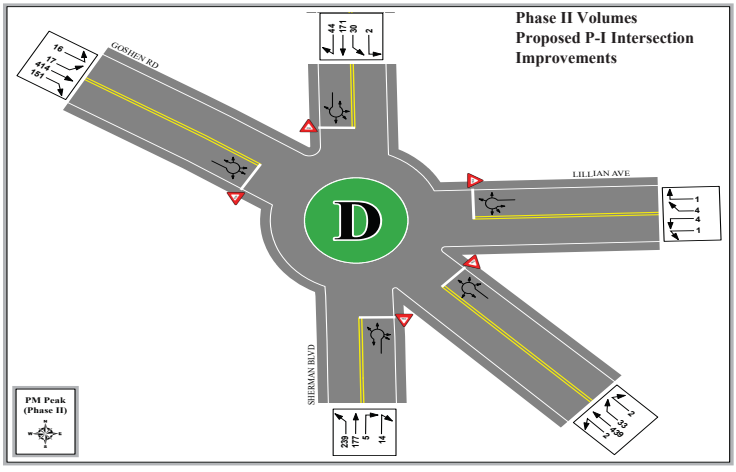


Figure 24



Scenario 1: - Existing Conditions

Goshen Avenue and Sherman Boulevard are both 2-lane facilities. Figure 22 shows the geometry at this intersection, along with the current p.m. peak volumes, and LOS. The intersection analysis indicates that this intersection is currently operating at a LOS "D" for a.m. and an "E" during the p.m. peak hour.

Scenario 2: - Proposed Development Recommendations

The analysis indicates the Goshen Avenue and Sherman Boulevard intersection will operate at a LOS "F" for a.m. and p.m. peak hours with the added trips of phase I during the peak hours. The intersection can be improved to a LOS "C" during the a.m. and p.m. peak hours (Figure 23) with the proposed Goshen Avenue added center turn lane project listed in the 2035 Transportation Plan and the City of Fort Wayne's proposed roundabout project, which includes making Lillie Street two way.

Scenario 3: - Potential Development Recommendations

Using the improvements from scenario 2 (addition of a center turn lane on Goshen Ave and a proposed roundabout) the analysis indicates the Goshen Avenue and Sherman Boulevard intersection will operate at a LOS "C" for a.m. and a "D" for p.m. peak hours with the added trips of phase II. See Figure 24 for the p.m. peak volumes, and LOS.

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

The recommended improvements are listed below based on Phase II traffic flow projections:

1. The Goshen Road / Coliseum Boulevard / SR 930 intersection improvements; add an exclusive right turn lane on the southbound and eastbound approaches, along with a second exclusive left turn lane on the eastbound approach.
2. The Goshen Road / Independence Drive intersection improvements; add center turn lane on the north and south approaches.
3. The Goshen Road / Butler Road and Goshen Road / Harris Road intersections improvements; The City of Fort Wayne is looking into realigning the Goshen Road intersections with Butler Road & Harris Road, creating a single signalized intersection and adding a center turn lane on the north and south approaches.
4. The Goshen Road / Gateway Plaza Shopping Center intersection improvement; add center turn lane on the north and south approaches.
5. The Goshen Road / Sherman Boulevard intersection improvement; add center turn lane on the north approach and construct the City of Fort Wayne's proposed roundabout project, which includes making Lillian Avenue two way.
6. The Goshen Road / State Boulevard intersection improvement; signal optimization.

Travel Time and Delay Studies

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2015

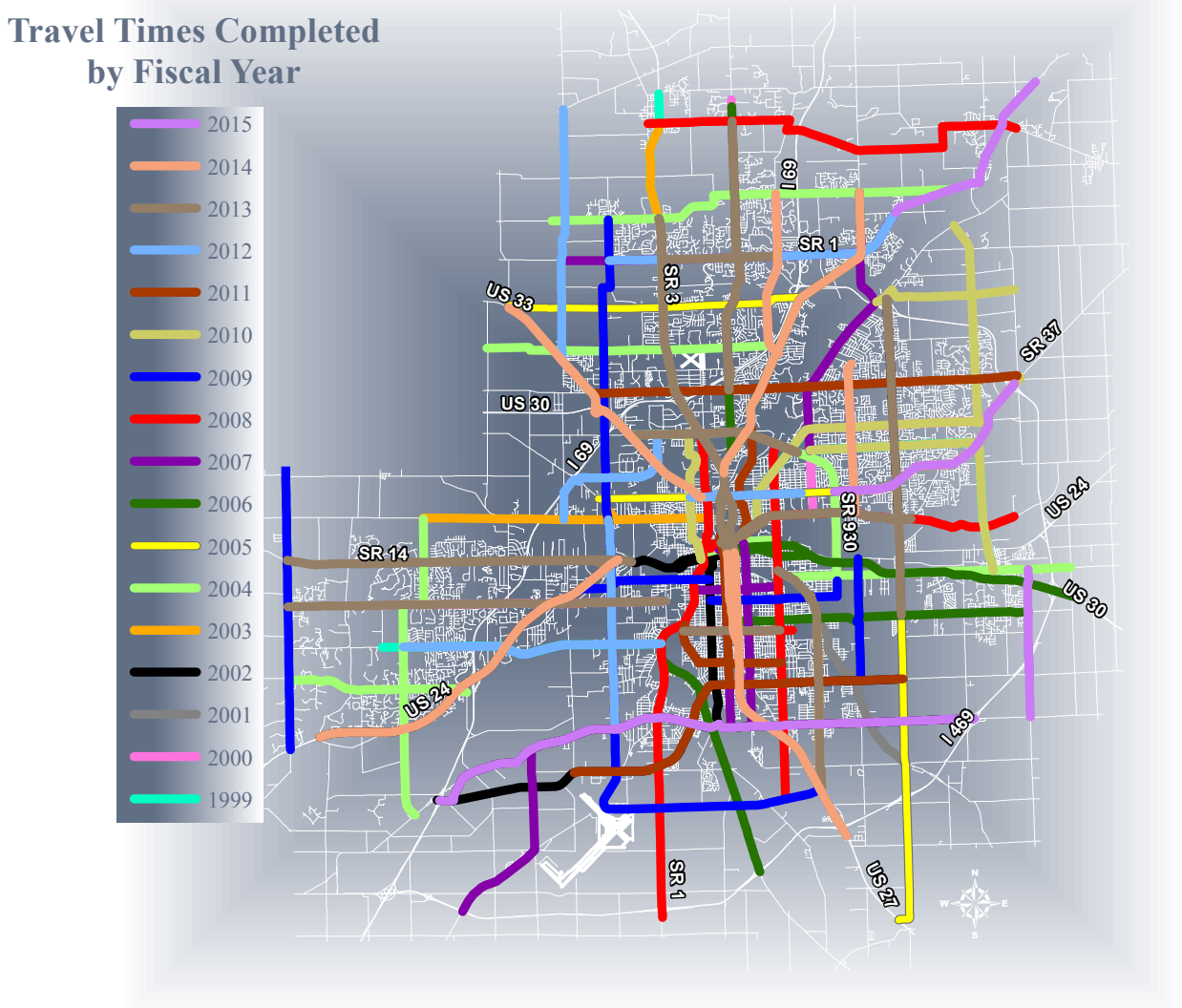
TRAVEL TIME & DELAY STUDIES

Another activity conducted by NIRCC is the travel time and delay studies. Figure 25 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.*

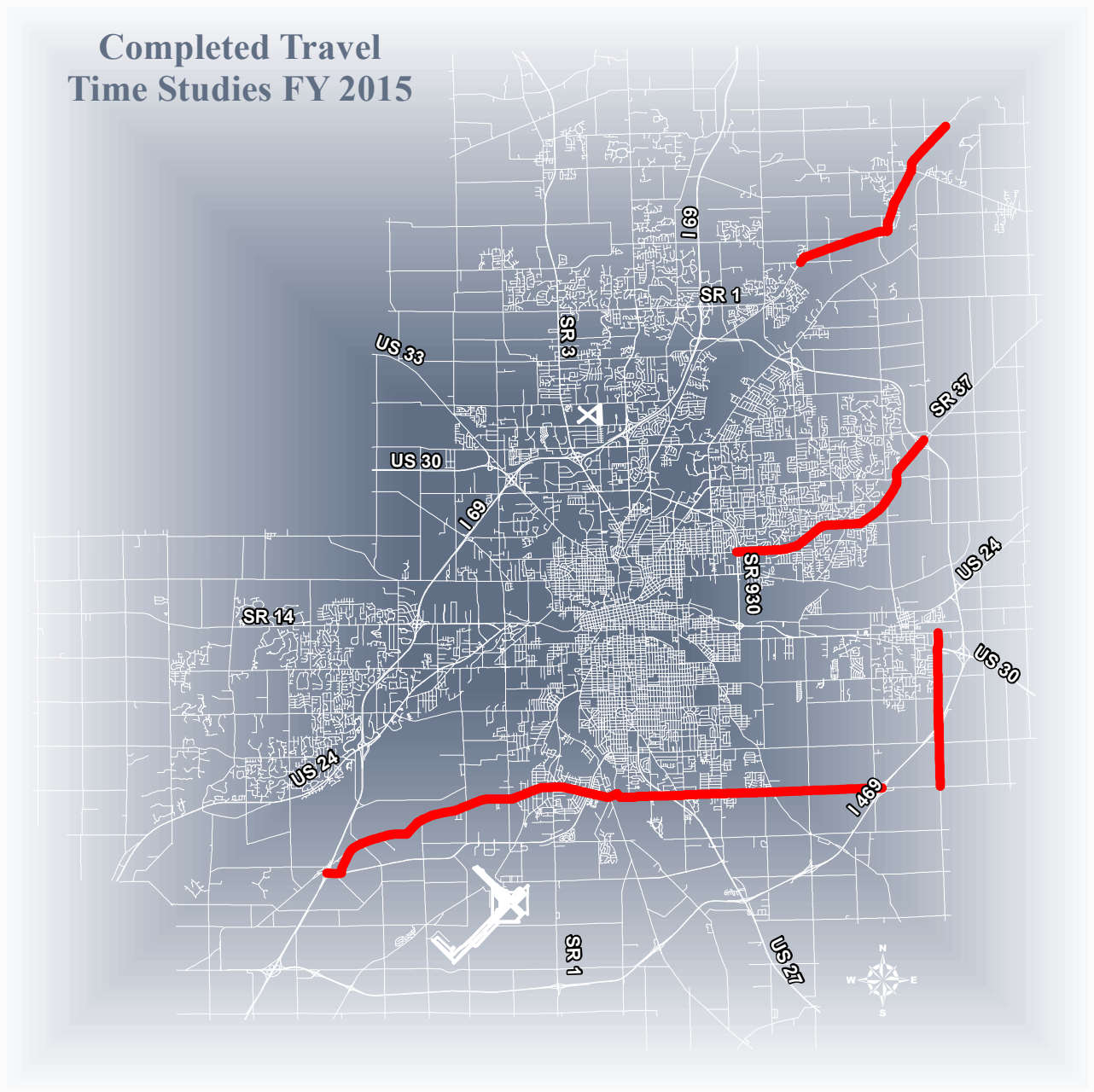
Figure 25



NIRCC studied four (4) corridors during Fiscal Year 2015 including: **1) State Boulevard / Maysville Road** from Coliseum Boulevard to Interstate 469, **2) Lower Huntington Road / Tillman Road** from Interstate 69 to Interstate 469, **3) Minnich Road** from Lincoln Highway to Tillman Road, and **4) Leo Road / SR 1** from Popp Road to Schlatter Road. The travel time studies completed during Fiscal Year 2015 are illustrated in Figure 26.

In order to calculate average travel times for a corridor, six runs are completed in each direction for three different

Figure 26



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 27 - 38 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.

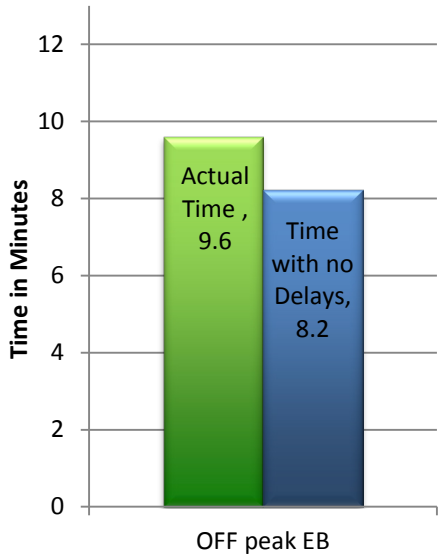
The following pages present a summary along with density maps of the four corridors studied in Fiscal Year 2015. Some of the density maps show only sections of the entire travel time while others show the entire corridor. The density maps provided in this report only show the AM and PM peak time periods 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.

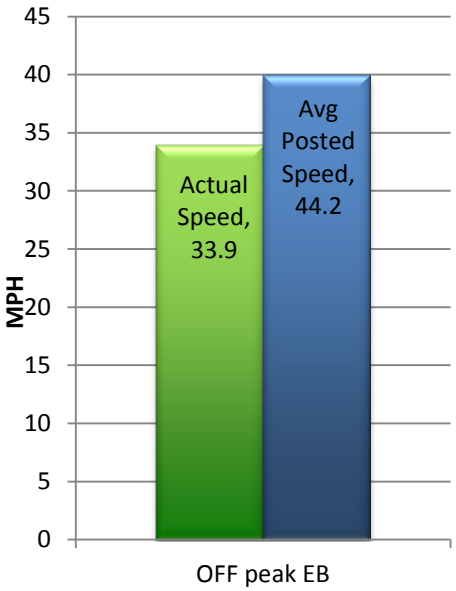
The other two bar charts display the average speed that NIRCC staff actually encountered from the beginning to the end of the travel time corridor during the time period with the greatest amount of delay, shown in red, and the time period with the least amount of delay, shown in green. These two bar 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.

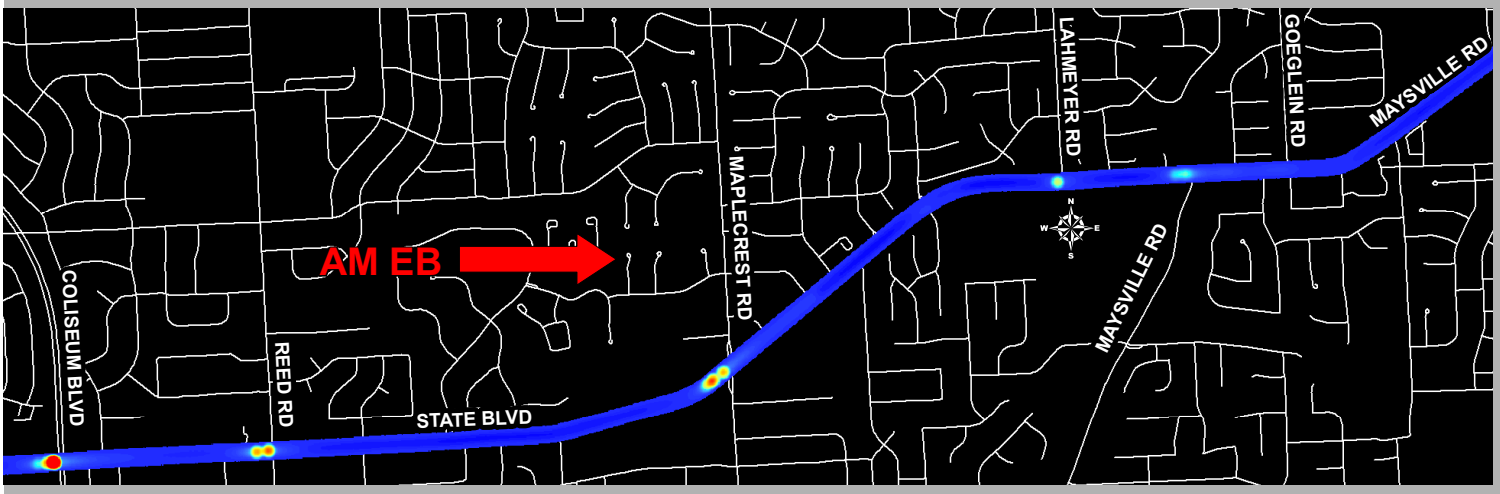
Travel Time and Delay Summary Section for Fiscal Year 2015

Travel Time with the Least Amount of delay



Travel Speed with the Least Amount of delay





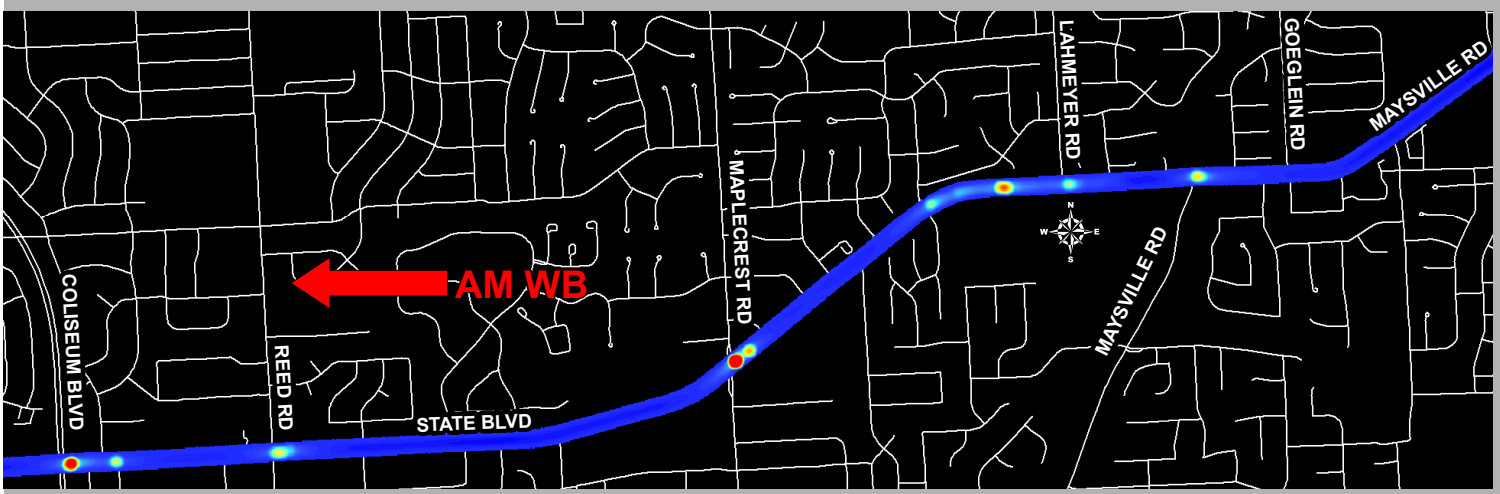


Figure 27
State Blvd / Maysville Rd
AM Peak Eastbound

*Off Peak Travel Times are not shown graphically.

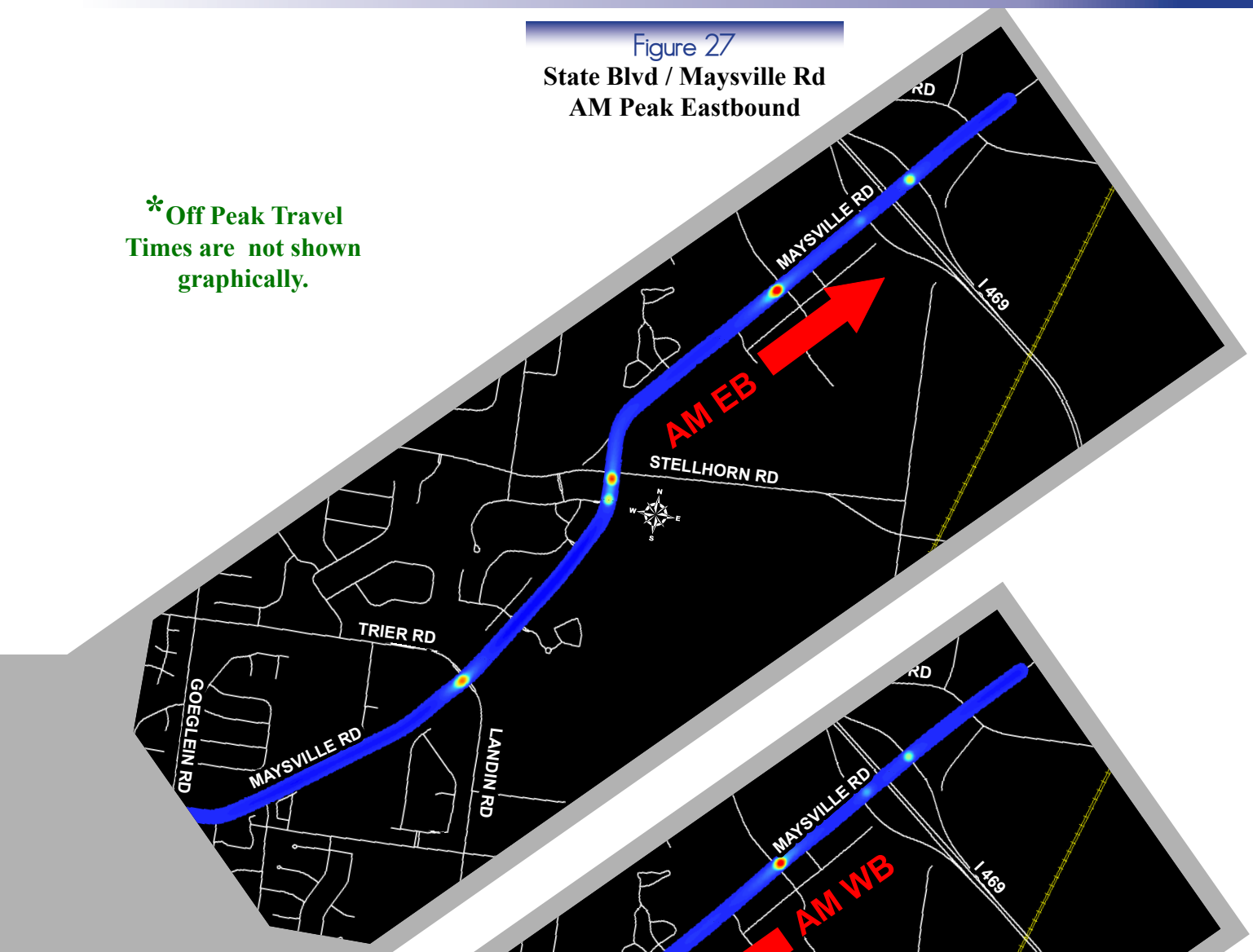
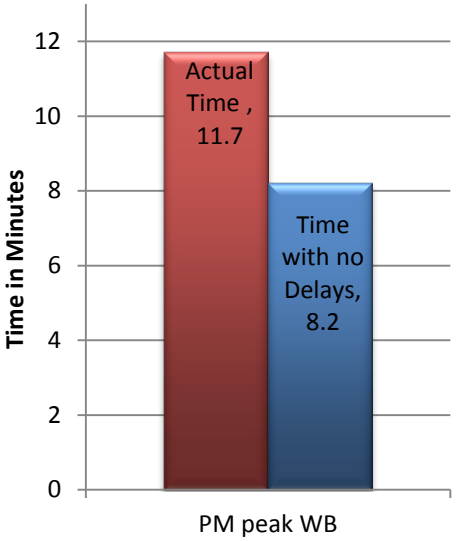
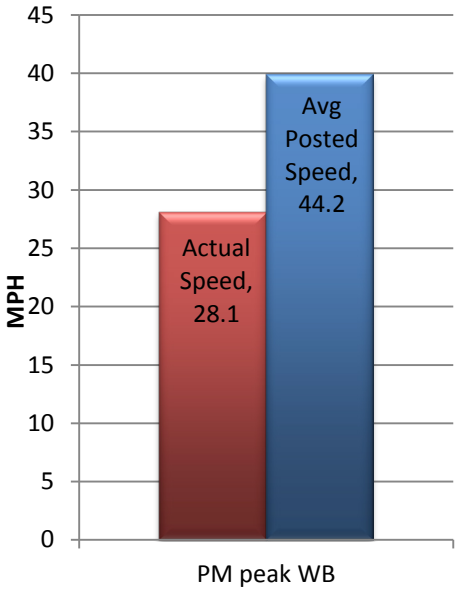


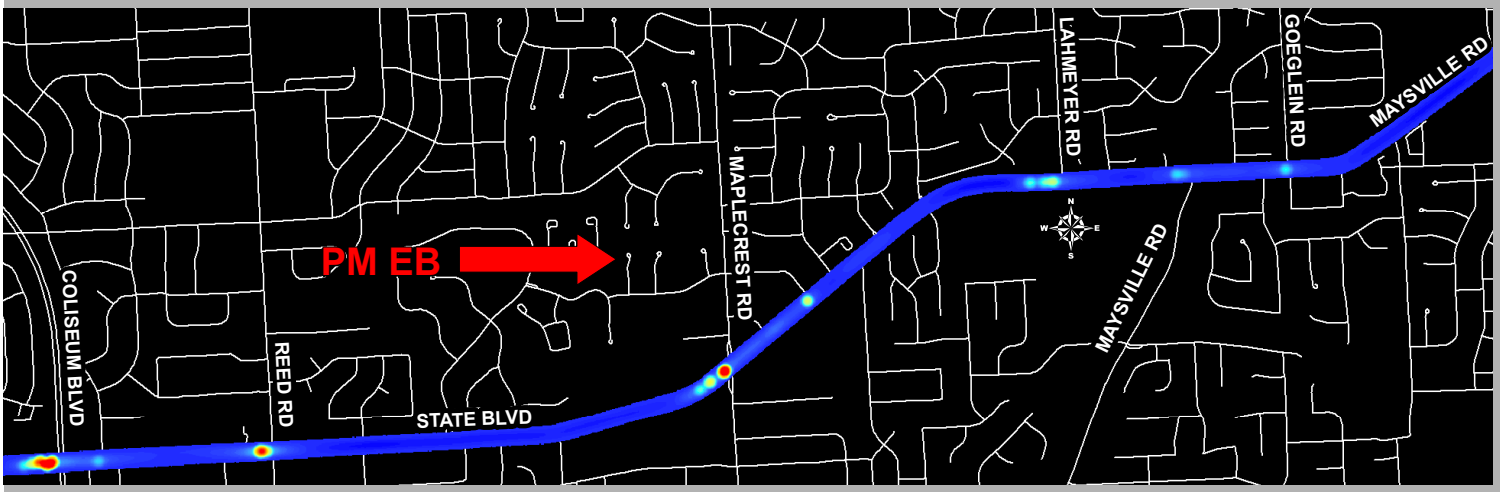
Figure 28
State Blvd / Maysville Rd
AM Peak Westbound

Travel Time with the Greatest Amount of delay



Travel Speed with the Greatest Amount of delay





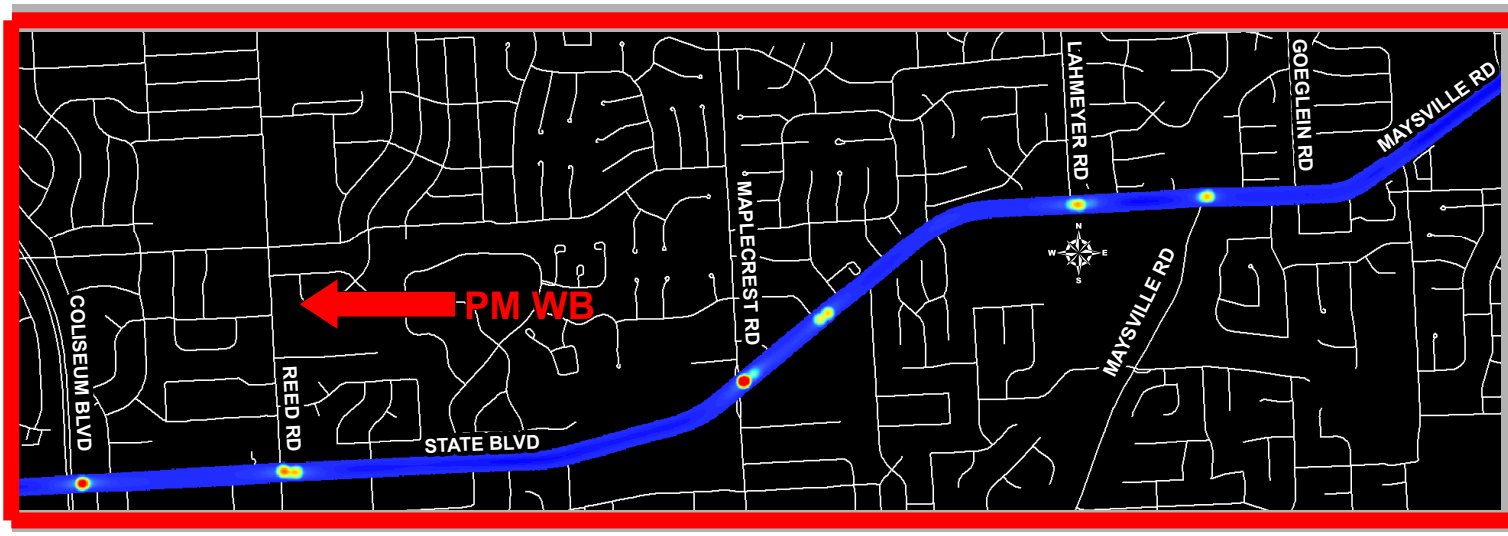


Figure 29
State Blvd / Maysville Rd
PM Peak Eastbound

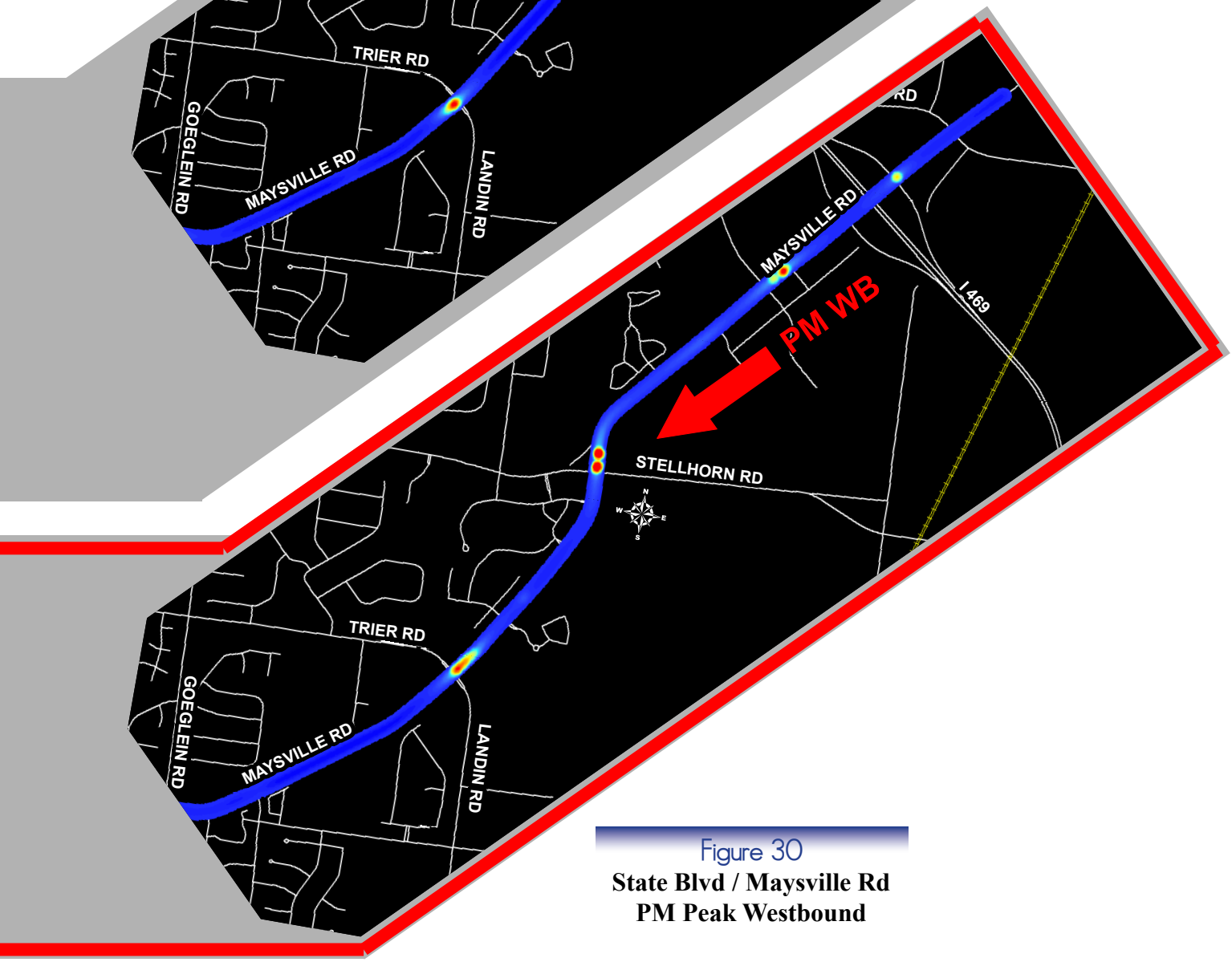


Figure 30
State Blvd / Maysville Rd
PM Peak Westbound

Figure 31
Lower Huntington Rd / Tillman Rd
AM Peak Eastbound

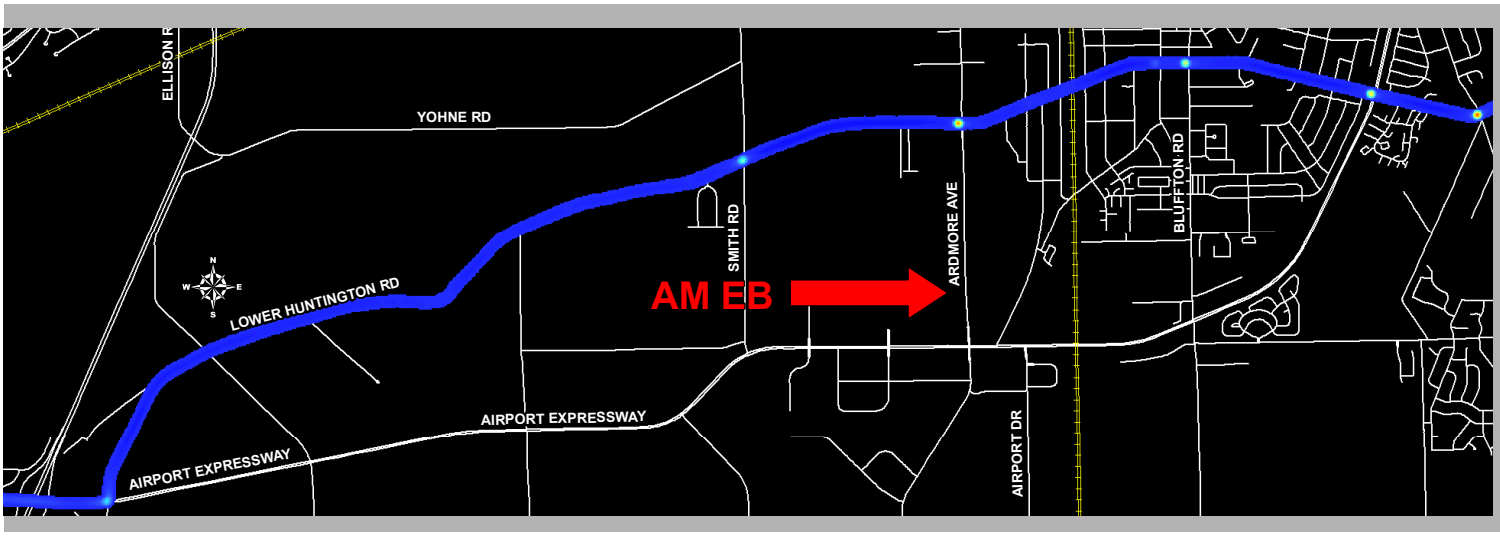
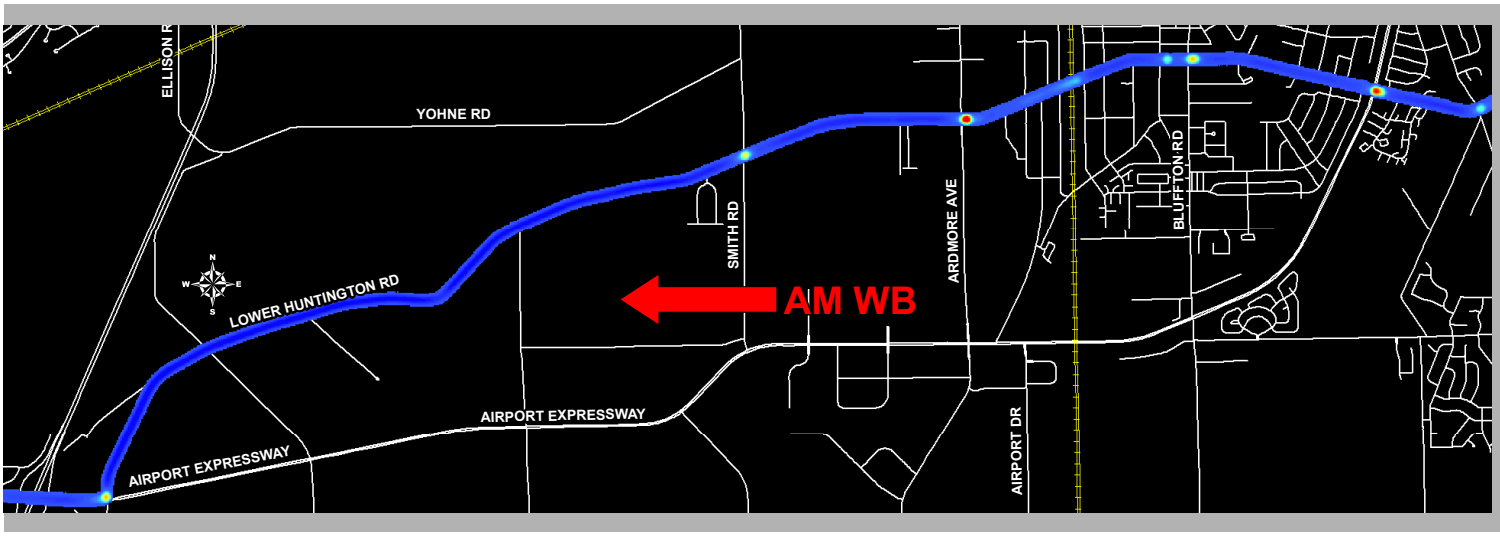
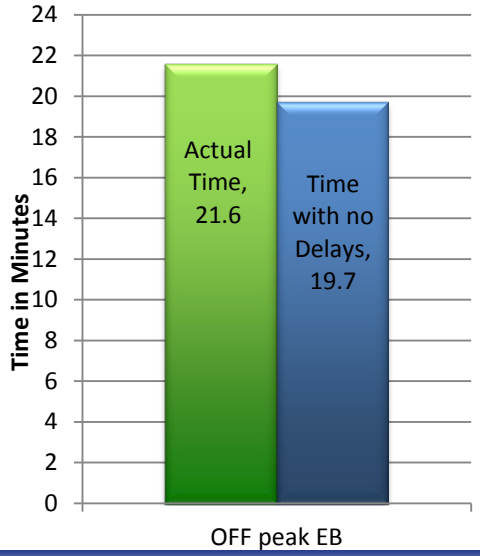


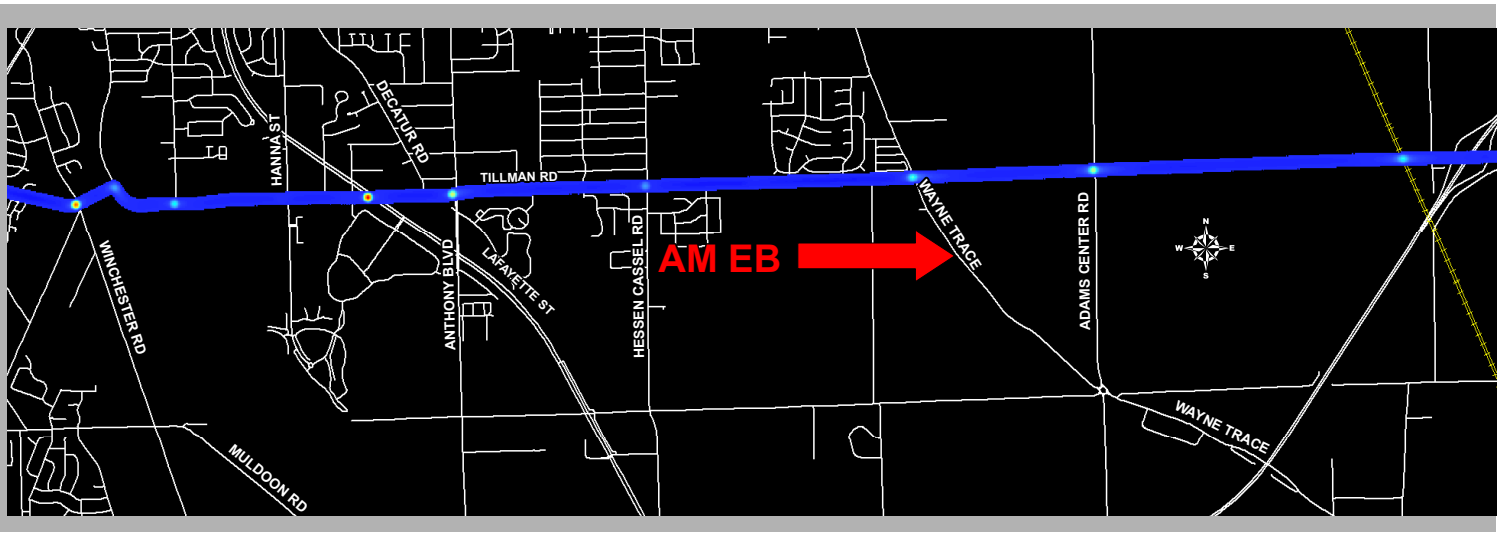
Figure 32
Lower Huntington Rd / Tillman Rd
AM Peak Westbound



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.**

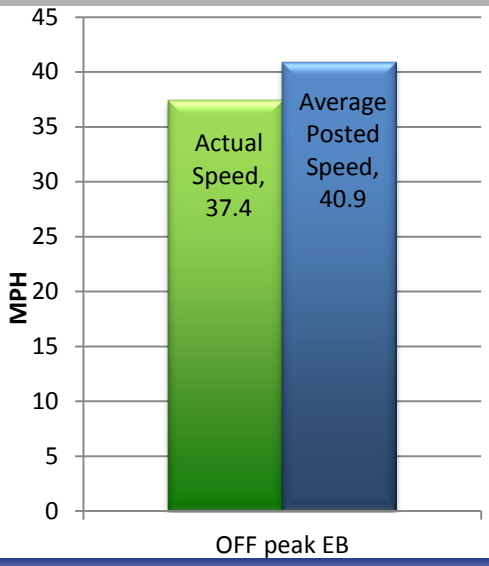


Figure 33
Lower Huntington Rd / Tillman Rd
PM Peak Eastbound

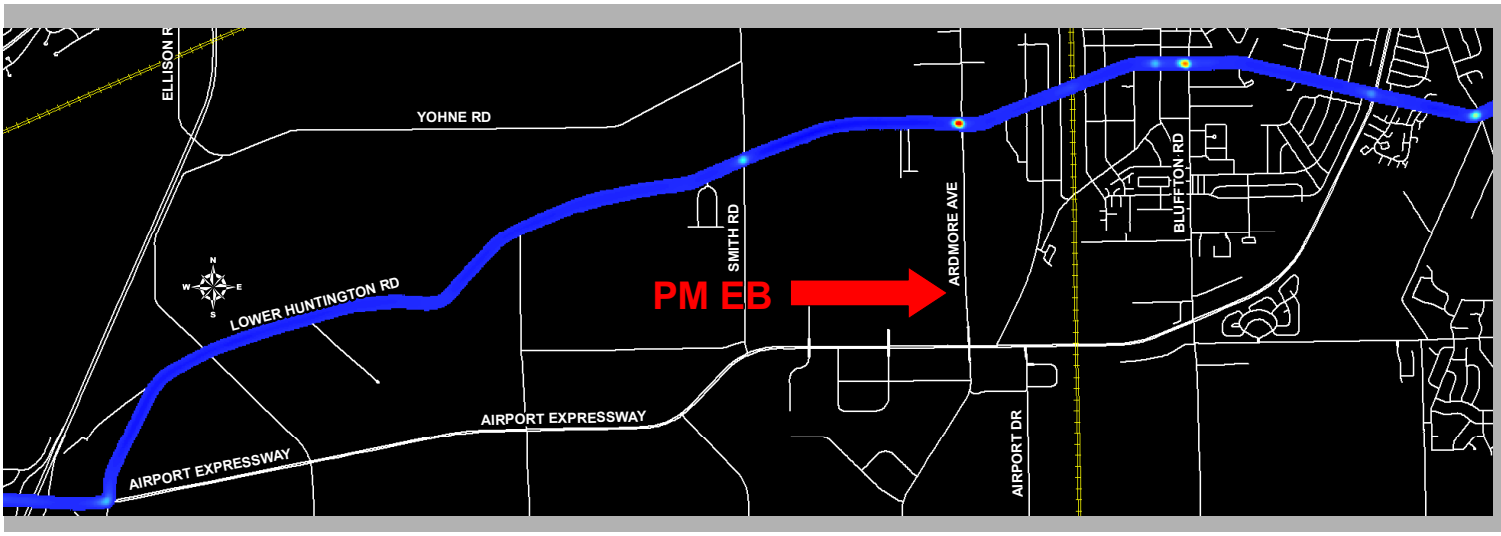
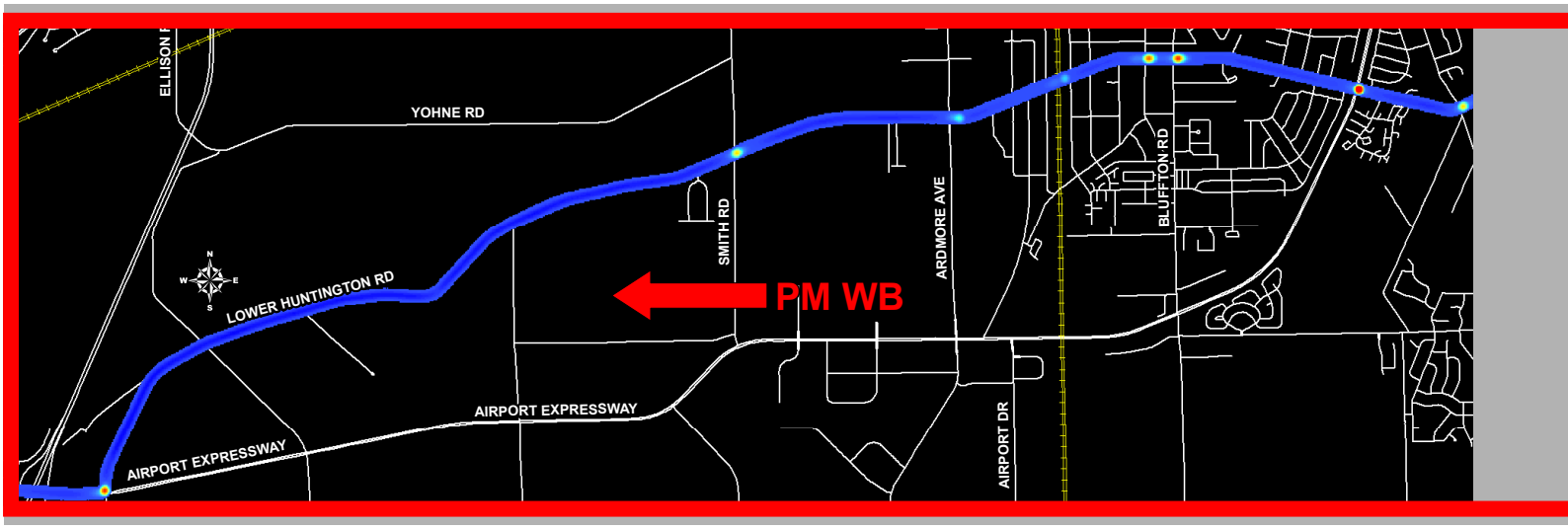
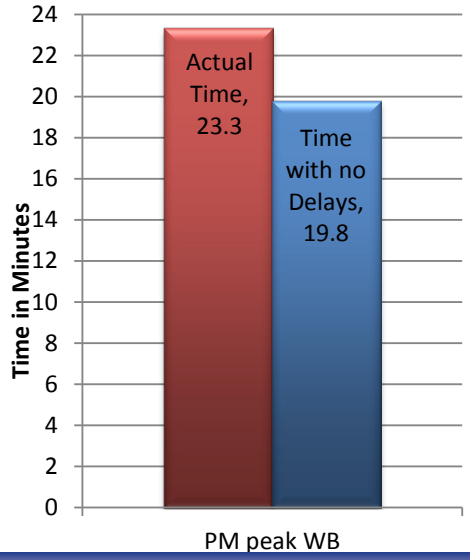
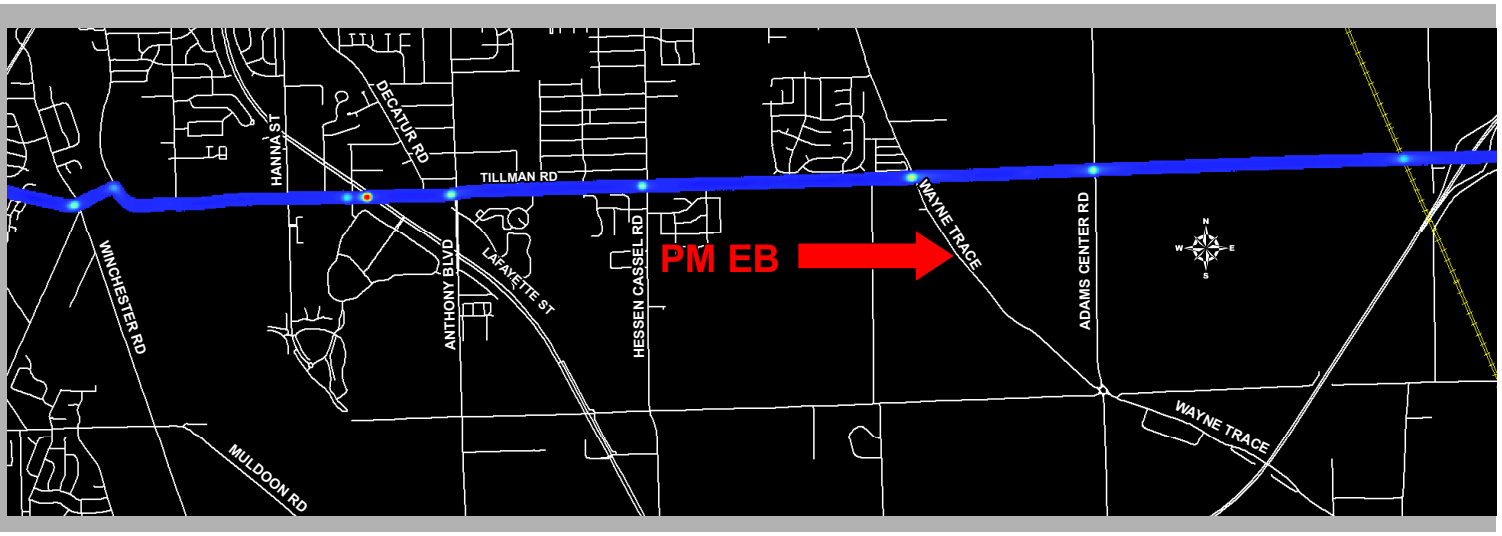


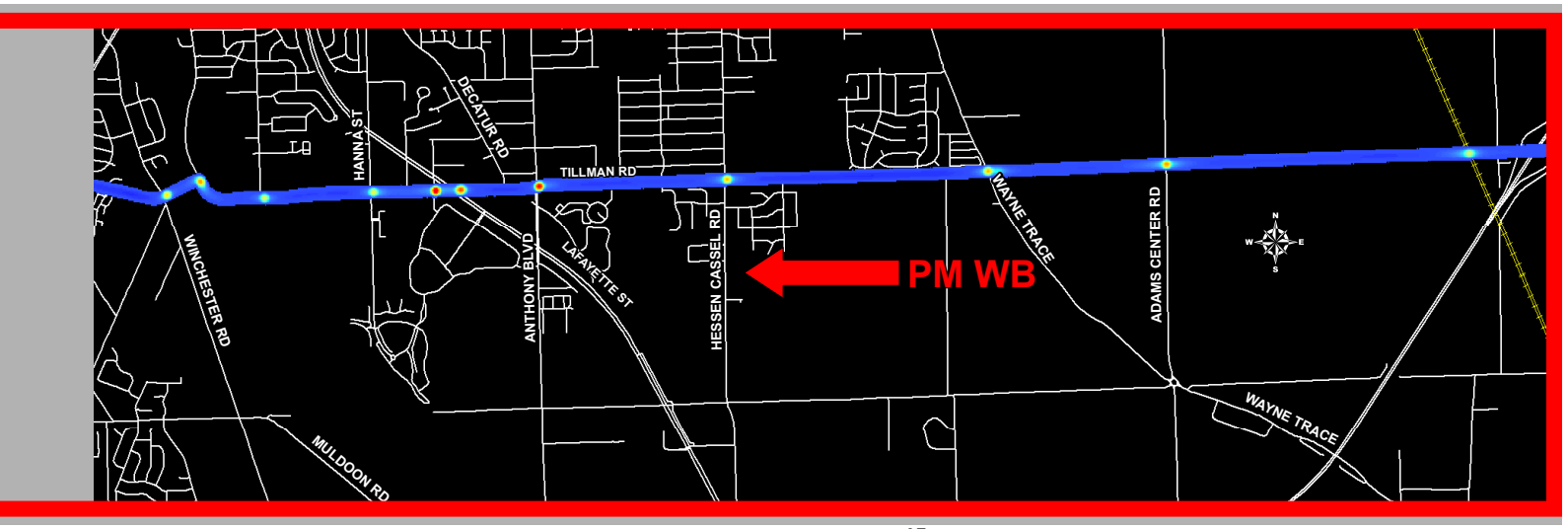
Figure 34
Lower Huntington Rd / Tillman Rd
PM Peak Westbound



Travel Time with the Greatest Amount of delay







Travel Speed with the Greatest Amount of delay

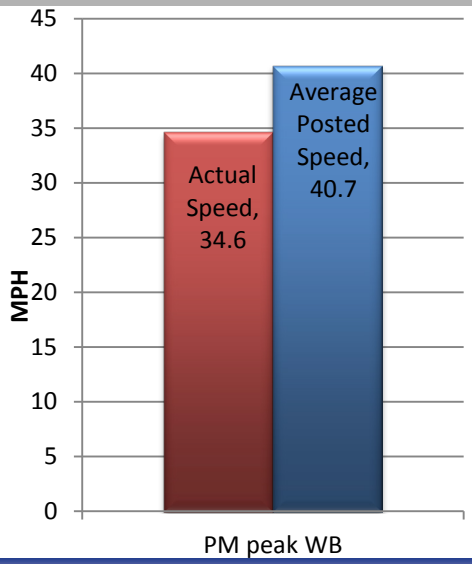
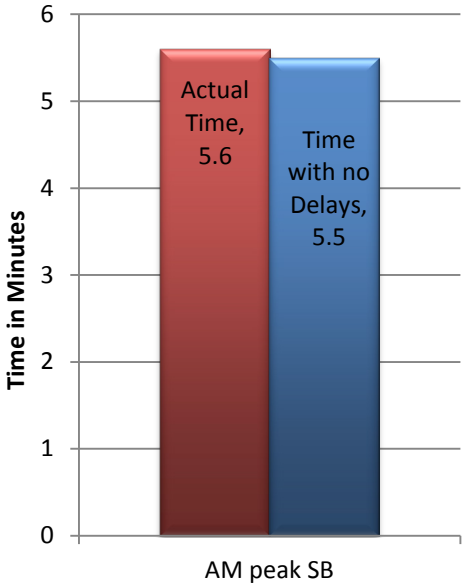


Figure 35

Minnich Rd
AM Peak

Travel Time with the Greatest Amount of delay



Travel Speed with the Greatest Amount of delay

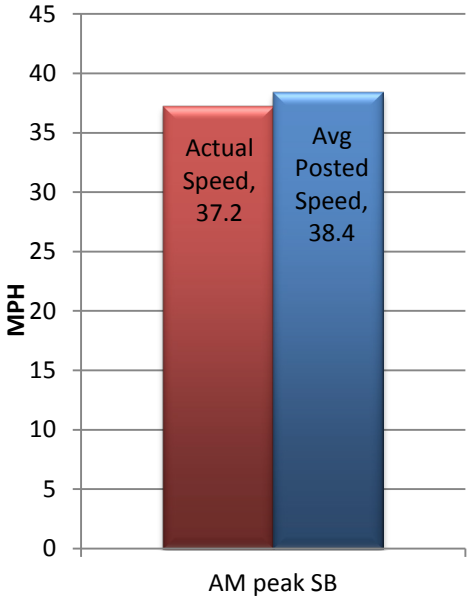
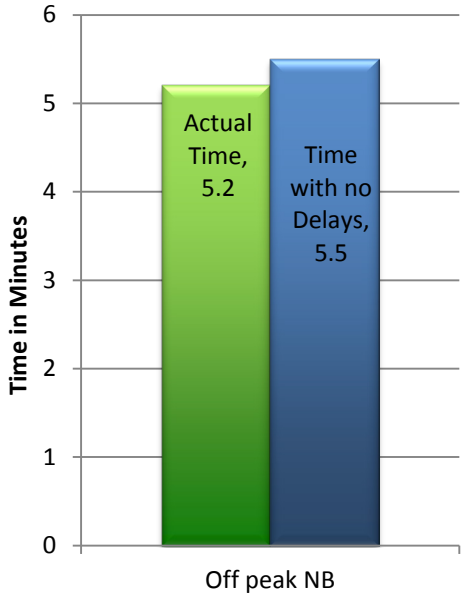


Figure 36

Minnich Rd
PM Peak

Travel Time with the Least Amount of delay



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

Travel Speed with the Least Amount of delay

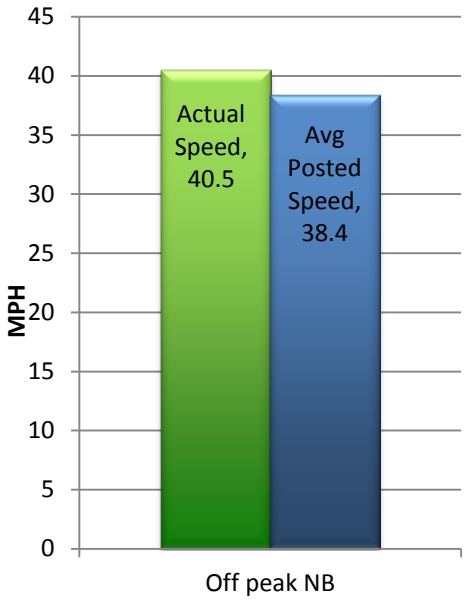
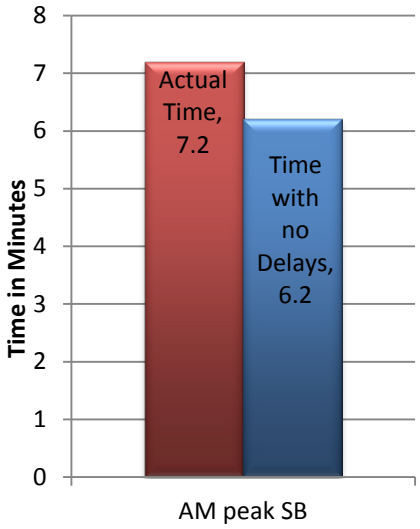


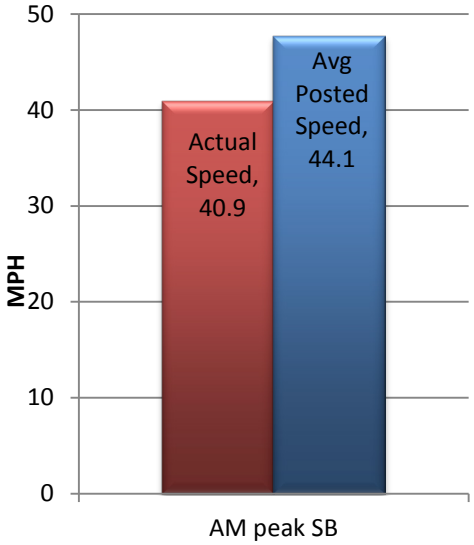
Figure 37

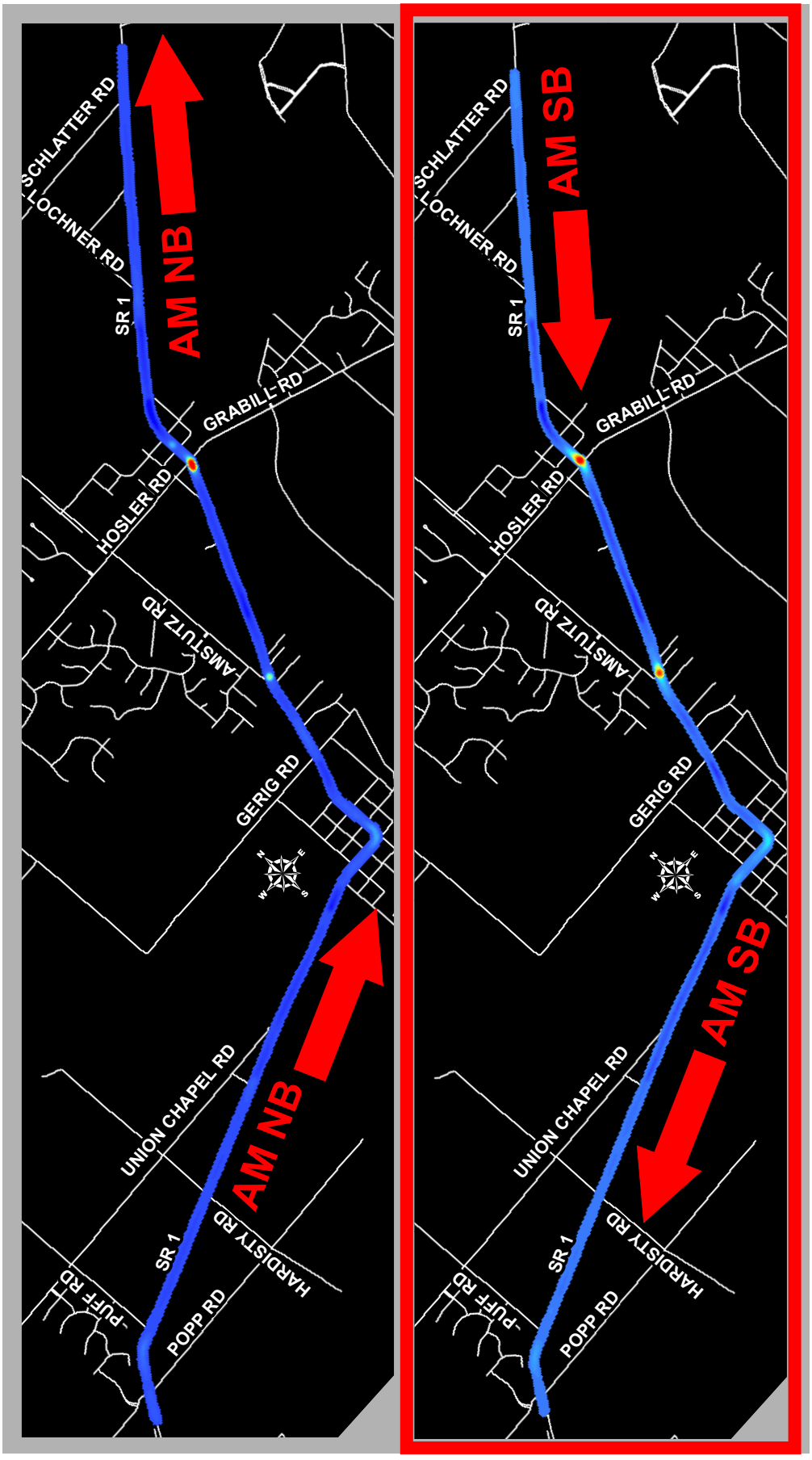
Leo Rd / SR 1
AM Peak

Travel Time with the Greatest Amount of delay



Travel Speed with the Greatest Amount of delay





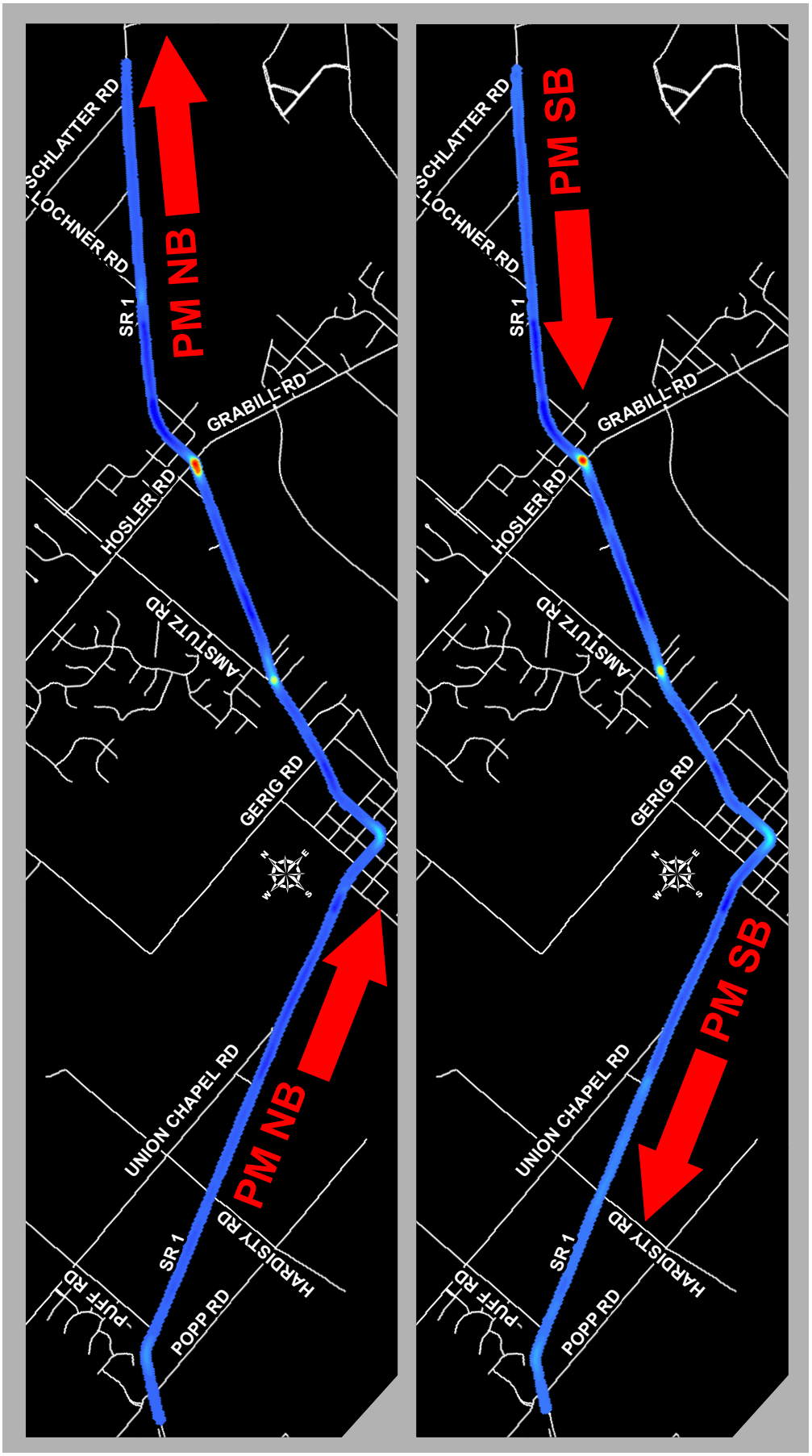
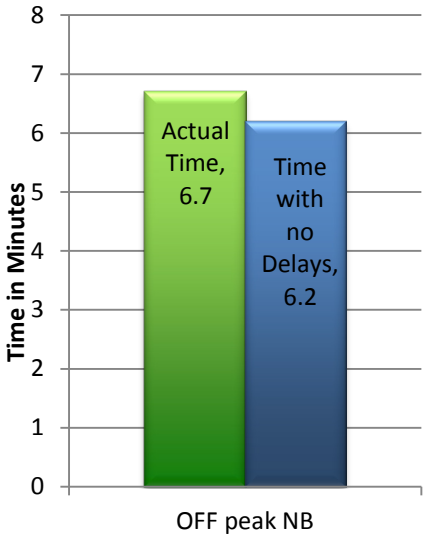


Figure 38

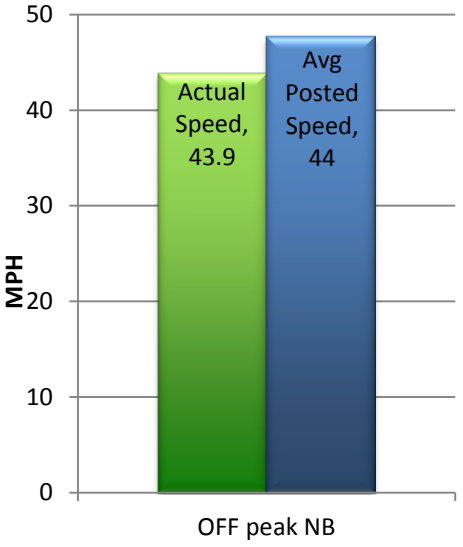
Leo Rd / SR 1
PM Peak

Travel Time with the Least Amount of delay



*Off Peak Travel Times are not shown graphically.

Travel Speed with the Least Amount of delay



Transportation Improvement Program

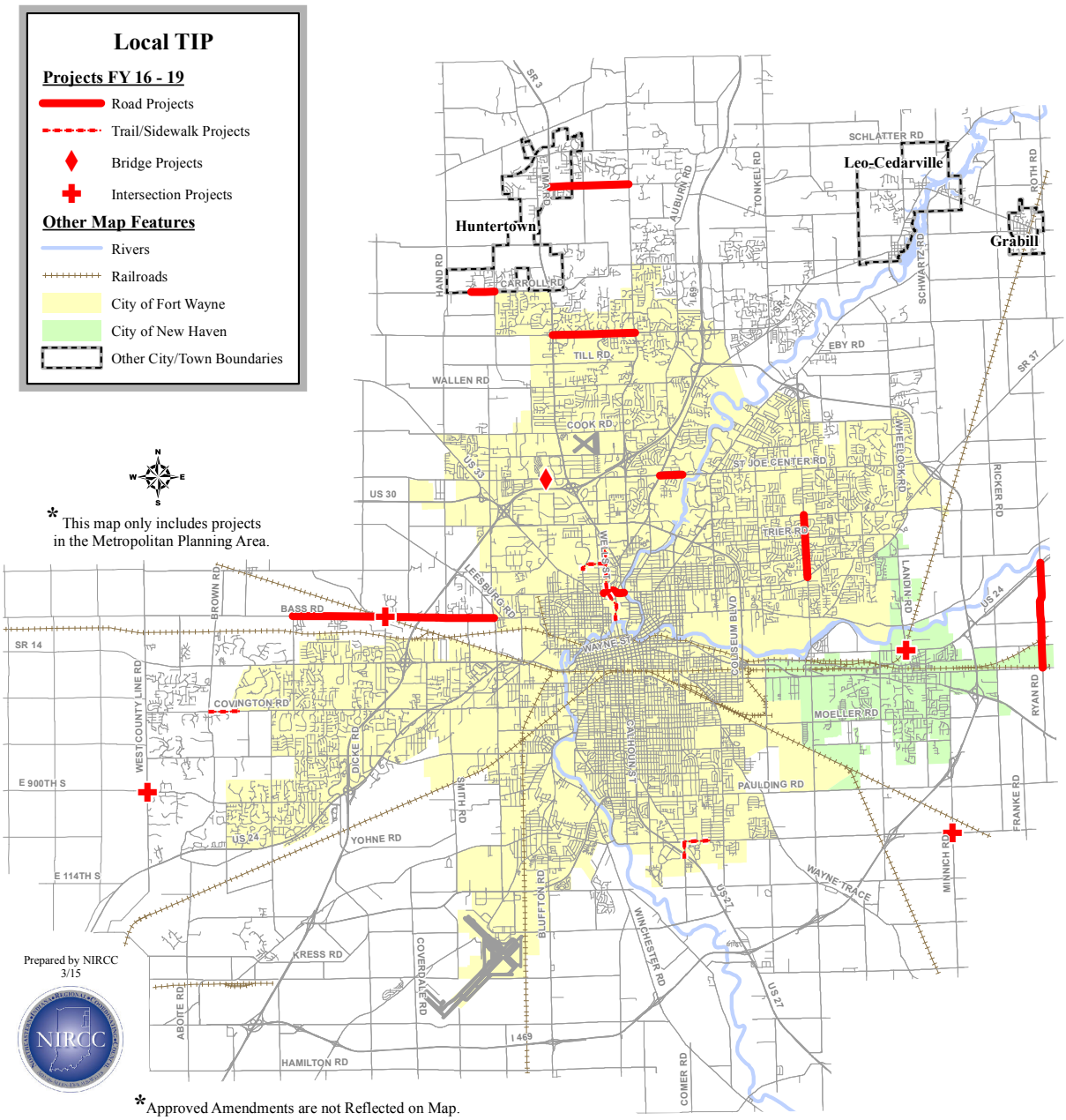
Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2015

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS

NIRCC prepared the Fiscal Year 2015-2018 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 39



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 of Indiana makes to improve the transportation system in the Metropolitan Planning Area.

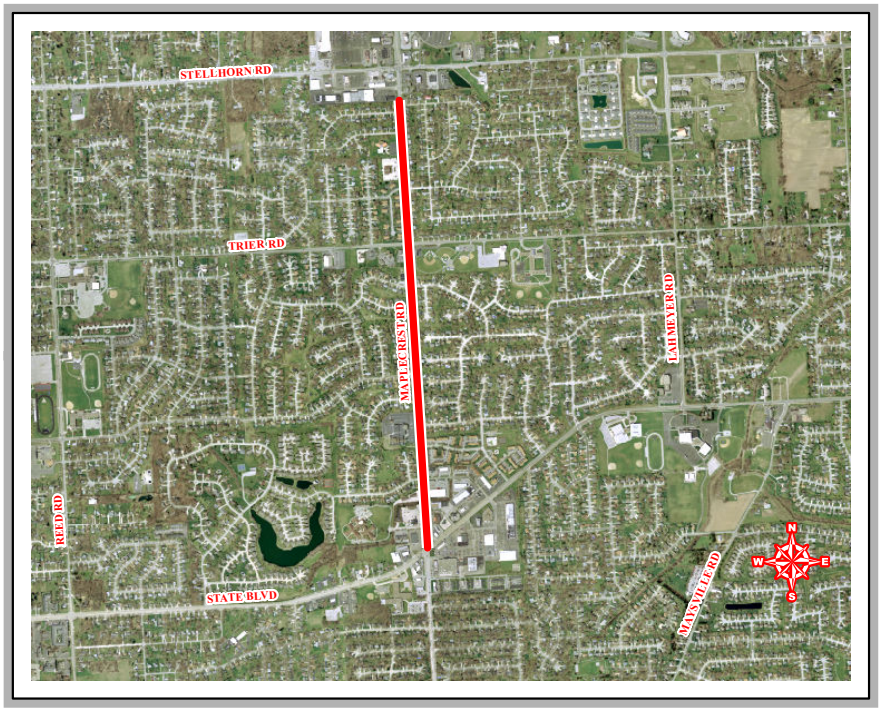


Figure 40

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 41

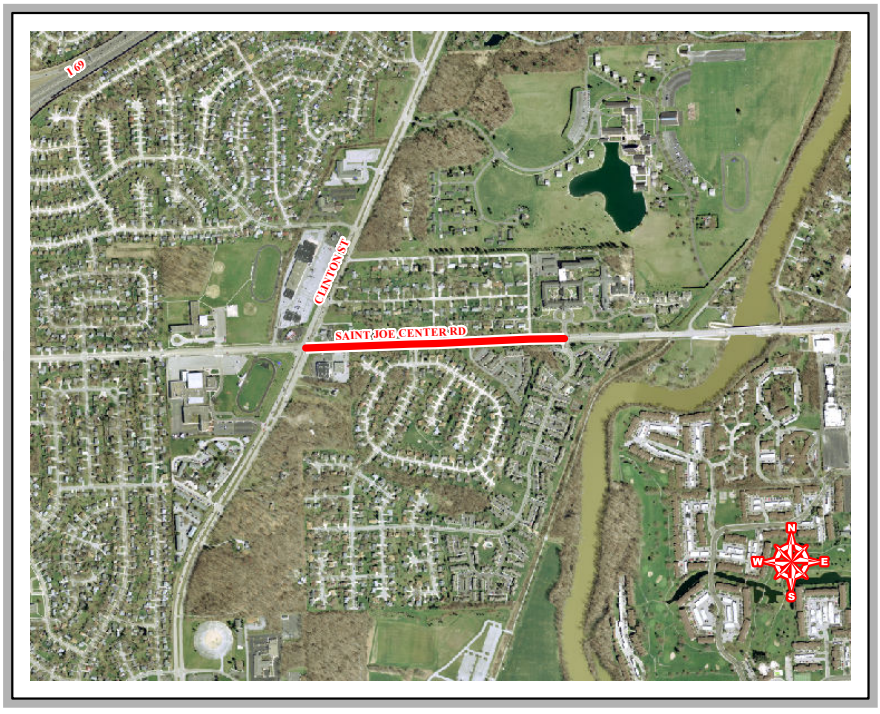


Figure 39 shows the locations of local TIP projects throughout the Metropolitan Planning Area. The local TIP map identifies projects that utilize federal aid funds with matching local funds whether it is City of Fort Wayne, City of New Haven, or Allen County. Figures 40 and 41 provide aerial views to show detailed examples of projects shown in Figure 39. The following pages provide a listing of projects for each fiscal year and the phase for each project. Highway projects are listed on pages 57 through 58, and transit funding is listed on page 59. Please note that projects listed on page 60 are locally funded projects only and are not displayed in Figure 39.

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

FY 2016 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Allen County Bridges	PE	Bridge Inspections
Bass Rd - Clifty Pkwy to Thomas Rd	RW	Road Reconstruction
Broadway, Landin Rd and Rose Ave Intersection	PE	Intersection Realignment
Carroll Rd (Huntertown) - Preserve Blvd to Bethel Rd	CN	Road Reconstruction
Closed Circuit TV Cameras (CCTV)-16 locations Ft Wayne	CN	Traffic Management
Covington Rd Trail - West Hamilton Rd to Beal-Taylor Ditch	CN	New Trail Construction
Dupont Rd - Lima Rd (SR 3) to Coldwater Rd	RW	Added Travel Lanes/Ped Underpass
Gump Rd - SR 3 to Coldwater Rd	CN	Road Reconstruction
Liberty Mills Rd and County Line Rd Intersection	RW	Intersection Improvement/Realign
Maplecrest Rd - State Blvd to Stellhorn Rd	RW	Road Reconstruction
Minnich Rd and Tillman Rd	PE	Intersection Improvements
Pedestrian Countdown Indicators - Various locations Ft Wayne	CN	Signal Modernization
St Joe Center Rd - Clinton St to Campus Ct	PE	Center-Left Turn Lane
Signal Interconnections - 91 intersection locations Ft Wayne	CN	Signal Modernization
State Blvd - Spy Run Ave to Cass St	RW	Added Travel Lanes
Traffic Signal Upgrade	CN	Signal Visibility Improvements

FY 2017 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Bass Rd and Hadley Rd Intersection	CN	Intersection Improvements
Bass Rd - Shakespeare Blvd to Clifty Pkwy (& Bridge)	CN	Road Reconstruction
Bass Rd - Thomas Rd to Hillegas Rd	RW	Road Reconstruction
Maplecrest Rd - State Blvd to Stellhorn Rd	RW	Road Reconstruction
Minnich Rd and Tillman Rd	RW	Intersection Improvements
Pufferbelly Trail - Fourth St to Fernhill Ave	CN	New Trail Construction
Ryan Rd/Bruick Rd - Dawkins Rd to Harper Rd	CN	Road Reconstruction
Six Mile Creek Trail	CN	New Trail Construction
St Joseph Ctr Rd - Clinton St to Campus Ct	RW	Center-Left Turn Lane
Washington Center Rd - Bridge over Spy Run Creek	RW	Bridge Reconstruction

FY 2018 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Broadway, Landin Rd and Rose Ave Intersection	RW	Intersection Improvements
Dupont Rd - Lima Rd (SR 3) to Coldwater Rd	CN	Added Travel Lanes/Ped Underpass
Liberty Mills Rd and County Line Rd Intersection	CN	Intersection Improvement/Realign
Minnich Rd and Tillman Rd Intersection	CN	Intersection Improvements
Ryan Rd/Bruick Rd - Harper Rd to US 24	CN	Road Reconstruction
St Joe Center Rd - Clinton St to Campus Ct	CN	Center-Left Turn Lane
State Blvd - Spy Run Ave to Clinton St	CN	Added Travel Lanes
Washington Center Rd over Spy Run Creek	CN	Bridge Reconstruction

FY 2019 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Bass Rd - Hadley Rd to Scott Rd	RW	Road Reconstruction
Maplecrest Rd - State Blvd to Stellhorn Rd	CN	Road Reconstruction
State Blvd - Clinton St to Cass St	CN	Added Travel Ln/Bridge/Ped Bridge

FY 2016 Fort Wayne Public Transportation Corporation

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

- CMAQ - Transit Awareness
- Capitalization of Maintenance Costs
- Complimentary Paratransit Costs
- 5307 Special Rule Operations
- Transit Enhancements

FY 2017 Fort Wayne Public Transportation Corporation

- Three (3) replacement light-duty transit vehicles
- Four (4) Replacement Minibus (Body on Chassis) ACCESS
- Two (2) Heavy Duty Replacement Hybrid Buses
- One (1) Replacement Minibus (Body on Chassis) FLEX Route

- Capitalization of Maintenance Costs
- Complimentary Paratransit Costs
- 5307 Special Rule Operations

FY 2018 Fort Wayne Public Transportation Corporation

- Four (4) Replacement Minibus (Body on Chassis) ACCESS
- Computer/Office Equipment
- AVL/Communication Hardware/Subscription Cost

- Other Maintenance Equipment
- Capitalization of Maintenance Costs
- Complimentary Paratransit Costs
- 5307 Special Rule Operations

FY 2019 Fort Wayne Public Transportation Corporation

- Two (2) Heavy Duty Replacement Hybrid Buses
- Computer/Office Equipment
- AVL/Communication Hardware/Subscription Cost
- Other Maintenance Equipment

- Transit Enhancements
- Capitalization of Maintenance Costs
- Complimentary Paratransit Costs
- 5307 Special Rule Operations

FY 2015 Human Services Agencies (2014 Funding Cycle)

Community Transportation Network
- One (1) Medium Transit Vehicle
- Operating Funds

Recovery Health Services, Inc.
- One (1) Medium Transit Vehicle w/Lift

Aging & In-Home Services of Northeastern IN
- One (1) Low Floor Mini-van w/Lift
- One (1) Low Floor Mini-van w/Ramp

*The following are Locally Funded Projects only and are not displayed on Figure 39.

FY 2016 TIP Locally Funded Projects

Project	Phase	Improvement Type
Auburn Rd & Wallen Rd	CN	Intersection Improvements
Diebold Road - Clinton Street to Dupont Road/SR 1	PE	Road Widening
Ellison Rd: Bridge #228 over McCulloch Ditch	RW	New Bridge Construction
Landin Rd/Maysville Rd/Trier Rd	CN	Roundabout
Maysville Rd - Stellhorn Rd to Meijer Dr	RW	Road Widening
Maysville Rd: Bridge #528 over the Bullerman	CN	Bridge Rehabilitation & Widening
Melbourne Drive - Kirkmore Drive to Sherbrook Drive	CN	Replacement of asphalt
South Street - West Street to State Street	CN	Road Reconstruction
West Hamilton Rd: Bridge #221 over Beal-Taylor Ditch	CN	New Bridge Construction
N. West Street & Hoff Court	CN	Road Reconstruction

FY 2017 TIP Locally Funded Projects

Project	Phase	Improvement Type
Diebold Rd - Clinton St to Dupont Rd/SR 1	RW/CN	Road Widening
State St - Bridge over Bullerman Ditch	CN	Bridge Rehabilitation

FY 2018 TIP Locally Funded Projects

Project	Phase	Improvement Type
Goshen Ave - State Blvd to Coliseum Blvd	CN	Road Reconstruction/Roundabout

FY (TBD) TIP Locally Funded Projects

Project	Phase	Improvement Type
Ellison Rd - Bridge over Graham-McCulloch Ditch	CN	New Bridge Construction
Hathaway Rd at Corbin Rd	CN	Intersection Improvements
Leesburg Rd - Main St to West Jefferson Blvd	CN	New Road Construction
Ludwig Rd at Coldwater Rd	CN	Intersection Improvements

Quarterly Review Meetings

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2015

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 typically 2 weeks after the INDOT date.

The INDOT quarterly report is filled out by the LPA. Once the LPA submits the report it is then sent to NIRCC for approval. After NIRCC approves the report it is sent back to the LPA, who then submits it to INDOT. The entire process is completed through INDOT's Technical Applications Pathway (ITAP).

Information from the INDOT quarterly report is reviewed by NIRCC staff and then entered into the NIRCC quarterly review sheet. NIRCC's review sheet is a condensed version of the INDOT report. Some additional information is also included on NIRCC's review sheet, most notably being the funding information from the TIP. See an example of NIRCC's quarterly review sheet in figure 42 on the next page.

At the quarterly review meeting each project is allotted 15 minutes for review. The LPA and consultant are requested to attend the meeting. If the consultant is located outside of Fort Wayne they are able to call into the meeting rather than 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 any potential problems. Many issues are resolved at the quarterly review meeting thus saving time and money.

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

Figure 42

Maplecrest Road: Lake Ave to State Blvd

DES # 0500695

TIP		Project Phase	Estimated Cost	Year	Federal Share	State Share	Local Share	
2014-2017		PE*	656,193	2010	524,954	0	131,239	*SA
	STP	RW	500,000	2013	400,000	0	100,000	
	STP	CN	4,600,000	2014	3,680,000	0	920,000	
		Total	5,756,193		4,604,954	0	1,151,239	

	Initial Report	*Previous Report*	*Current Report*	*Current Change*	*Overall Change*
Project Cost	**Apr-10**	**Jan-14**	**Apr-14**		
a. Preliminary Engineering	$541,255	$644,825	$656,193	$11,368	$114,938
b. Right of Way Acq cost	$0	$500,000	$500,000	$0	$500,000
c. Reimbursable Utility cost	n/a	n/a	n/a		
d. Construction cost	$4,000,000	$4,000,000	$4,000,000	$0	$0
e. Constr. Eng & Inspect. cost	$600,000	$600,000	$600,000	$0	$0
f. Total cost	**$5,141,255**	**$5,744,825**	**$5,756,193**	**$11,368**	**$614,938**

Schedule	**Apr-10**	**Jan-14**	**Apr-14**	
Ready for contracts date	2/1/2012	2/26/2014	4/30/2014	

Environmental document

Type: **Fed CE level2** est. completion date: 9/15/2012

	4/22/2014		**Jan-14**	**Apr-14**		
Land acquisition	Total #	# secured	# secured	# secured	mostly temps	
parcels	**27**	27	24	27		

Permits	401	404	Drainage Brd	Rule 5	DNR	
needed:				yes		
approved:				8/12/13		

ERC

LPA: *Shan Gunawardena* 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	6/2/05	9/2/05	92	180	100%
Start Plan Develop	7/16/09	3/21/10	248	30	100%
Stage 1 Design	3/23/10	12/14/10	266	90	100%
Prelim Field Check	6/21/11	6/21/11			100%
Stage 2 Design	12/14/10	12/1/11	352	215	100%
Environmental Doc.	4/29/11	9/15/12	505	365	100%
RW Clear	2/2/12	4/22/14	810	180	70%
Stage 3 Design	8/1/12	11/22/13	478	180	100%
Ready for Contracts	10/17/12	4/30/14	560	60	0%
Letting		7/9/14			

Comments

July 2013 No change to schedule or costs. Stage 3 plans were submitted to INDOT on 3-1-13 and have been returned with comments. Final Tracings and other final project activities are being completed. The City's RW Acquisition team is continuing to complete the buying activities and secure the RW.

Apr 2013 Stage 3 plans were submitted to INDOT on 3-1-13 and are under review.

ADA (Americans with Disabilities Act) Transition Plans

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2015

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 the City of Fort Wayne, Allen County, Wells County, Bluffton, and Corunna. Additionally information was also provided

through phone and email conversations with many LPAs throughout FY 2015.

Figures 43 - 45 give examples of some of the inventories created for the transition plans and how grades were given for compliance of ADA standards.

Figure 43

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							

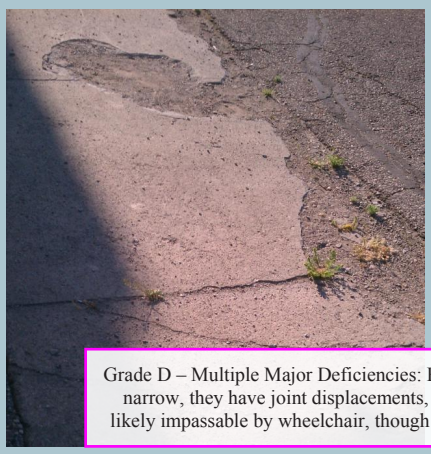
Figure 44

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.



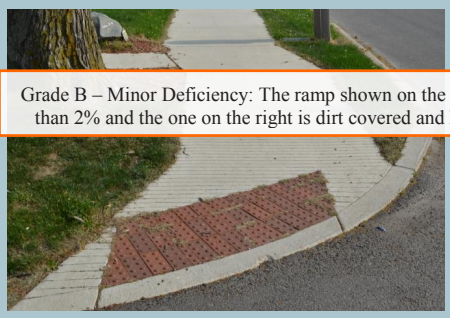
Grade D – Multiple Major Deficiencies: For instance, the sidewalks shown here are too narrow, they have joint displacements, rough/cracked surfaces, and gaps making it likely impassable by wheelchair, though a fit walker could still navigate the sidewalk.

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

Figure 45

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 2015

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 2015 NIRCC obtained all crash records that occurred in Allen County during 2014. 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 2014 crash data and included it in the crash database, NIRCC combined the 2014 crash data with the 2012 and 2013 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 46, 47, and 48 display the densities of crash frequencies for the Fort Wayne, New Haven, and the Allen County area.

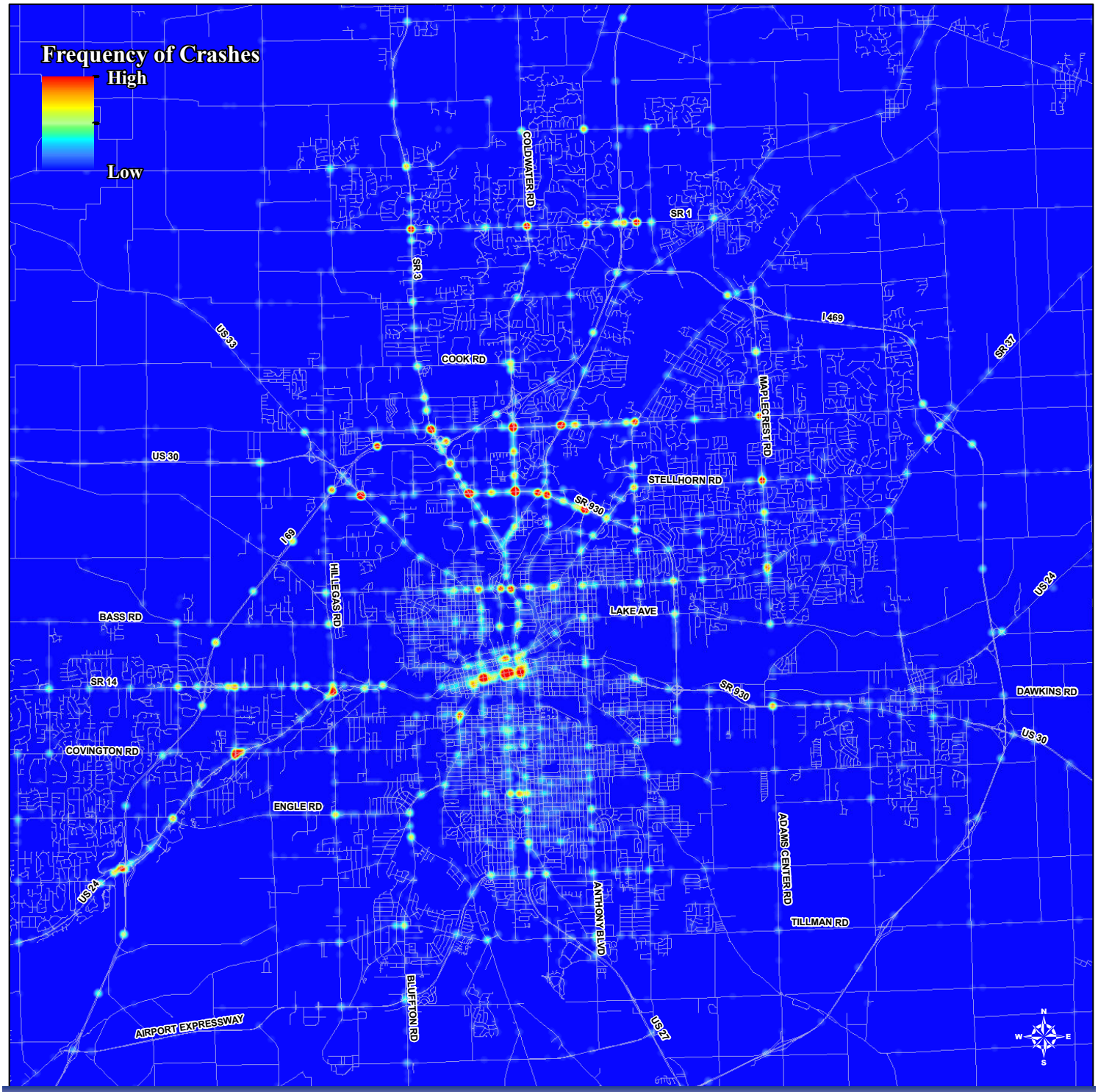
Annual Summary and Listing of Crash Locations

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

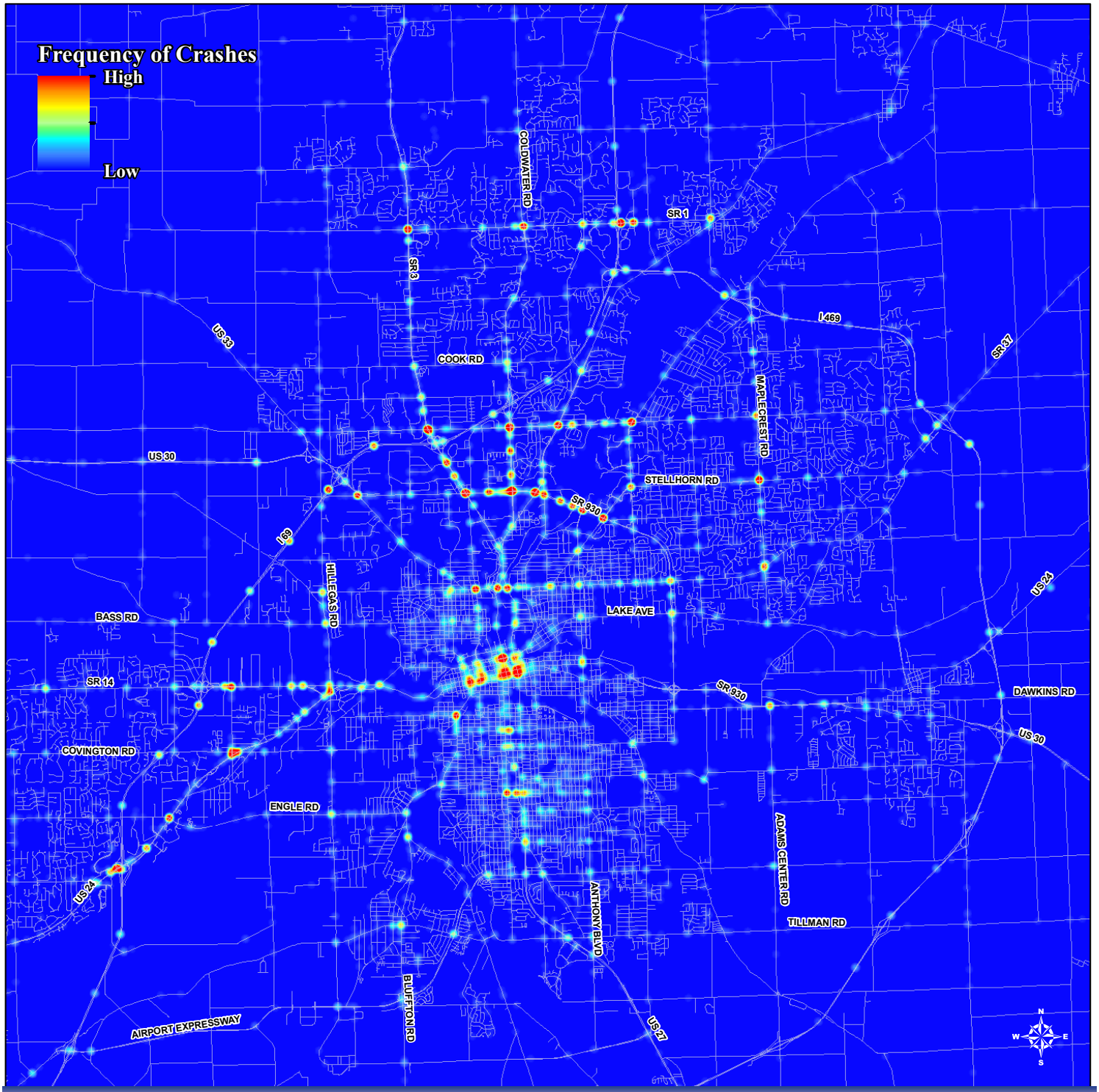
Figure 46 - 2014 Crash Data



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.

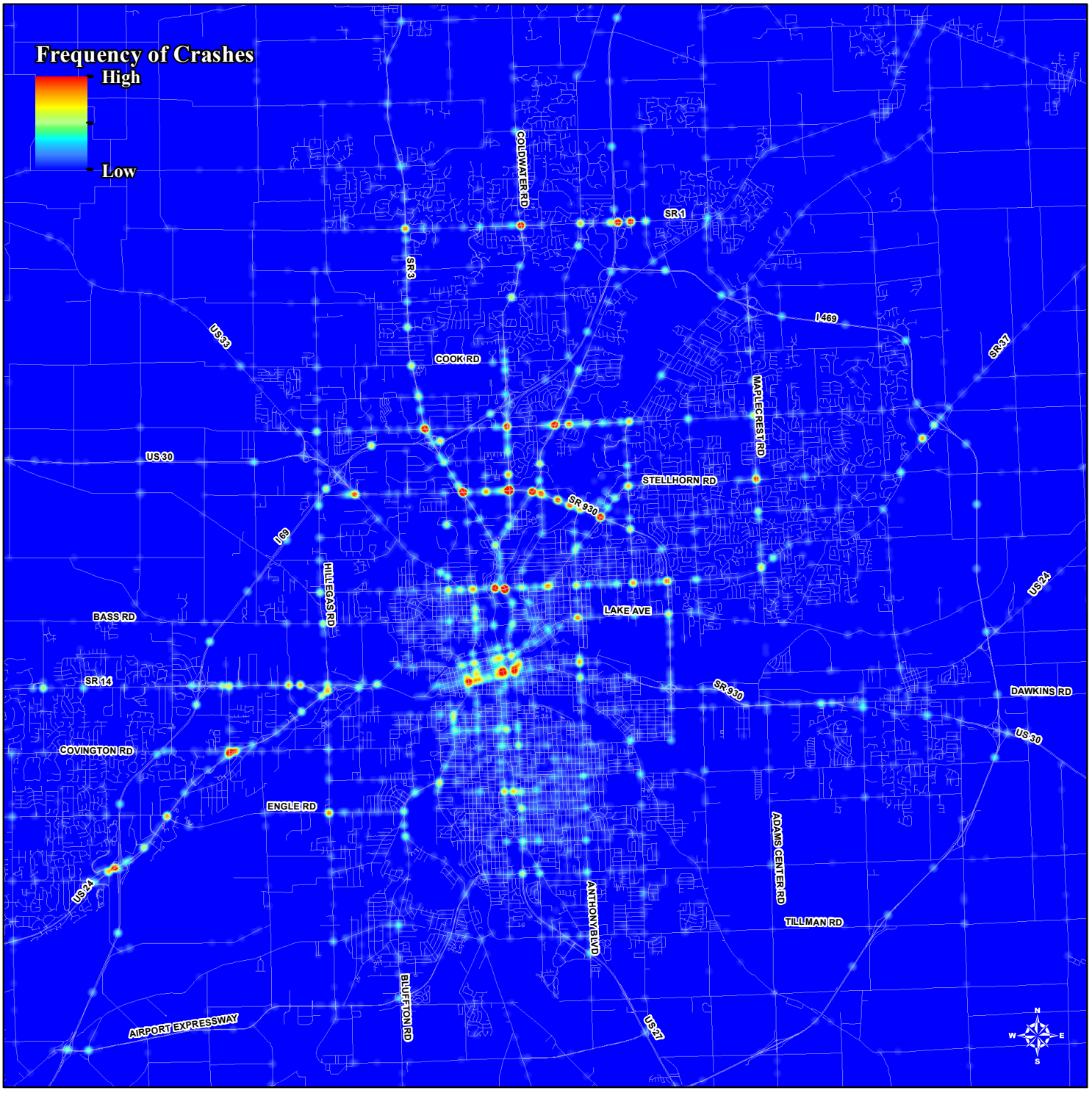
High frequency crash locations were defined as those with an annual crash frequency greater than or equal to seven (7).

Figure 47 - 2013 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 48 - 2012 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

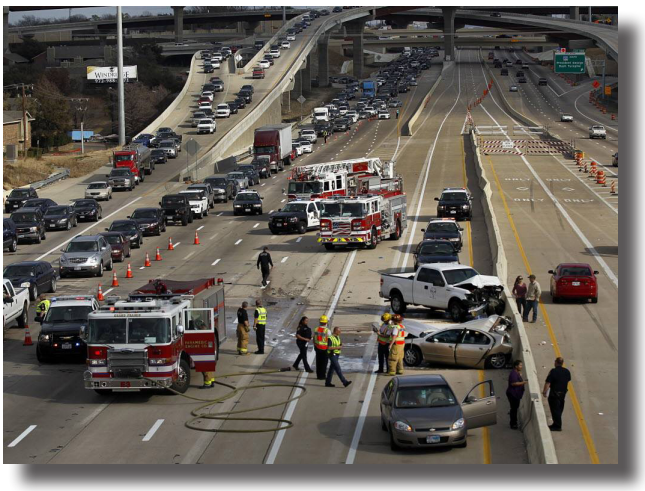
In Fiscal Year 2015 staff reviewed all the crash location listings created for 2012, 2013, and 2014 based on the approved process described above. In the past, staff worked with TTC to determine the most accurate manner to identify hazardous locations from data collected for a three year period. TTC 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 2012, 2013, and 2014. These locations were then reviewed using crash rates and HAT (Hazard Analysis Tool) software developed by the Indiana Department of Transportation and Purdue University.

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

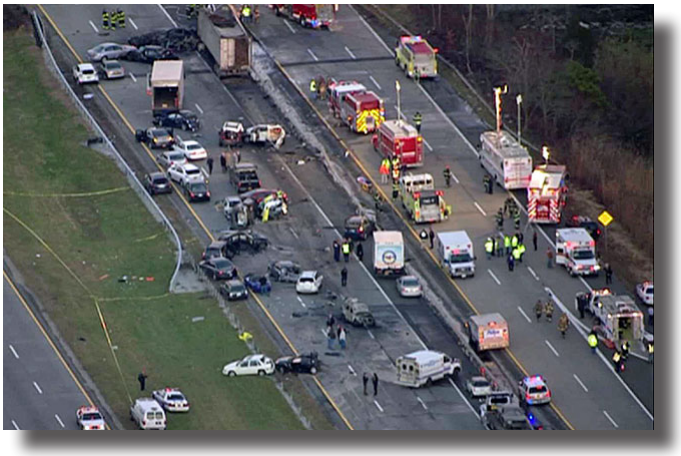
The final step in identifying the hazardous locations was to determine how to select locations from the listing for further review. Representatives from TTC provided input to staff on methods to screen the final listing of the three years.

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

Traffic Incident Management (TIM)



In 2007 the Indiana Quick Clearance Working Group was created to research and develop Quick Clearance practices in the State of Indiana. In 2008 the In-TIME initiative was implemented and in 2009 the Indiana Quick Clearance Working Group was changed to IN-TIME (Indiana Traffic Incident Management Effort). The purpose of the INdiana-Traffic Incident Management Effort (IN-TIME) is to have first responders, from all disciplines follow agreed upon multi-lateral policies and procedures focusing on an "Open Roads Philosophy". The Open Roads Philosophy is "Having all First Responders, after ensuring their own personal safety and the safety and security of any incident victims, to have as their top priority reducing congestion and the increased risks of secondary incidents for public/motorist safety". The IN-TIME group also works to provide a common framework for development of traffic incident management (TIM) policies and training programs for the various responder disciplines. TIM is a planned and coordinated program process to detect, respond to, and remove traffic incidents and restore traffic capacity as safety and quickly as possible.

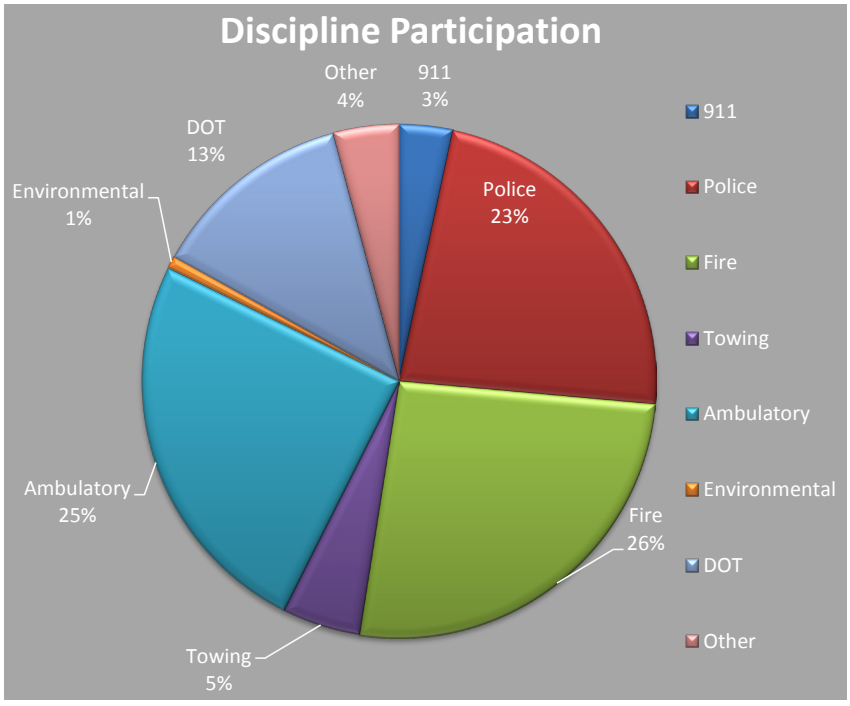


In 2013 the Northeastern Indiana Regional Coordinating Council (NIRCC) assisted in forming a committee of local representatives to implement Traffic Incident Management (TIM) strategies in Northeast Indiana called the Northeast Indiana Traffic Incident Management Committee (NE IN TIM). NIRCC identified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

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

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

Figure 49



The NE IN TIM Committee has 12 local representatives certified to conduct training to first responders. Additional responders are planning to become trainers in 2016 to assist in future training efforts. NIRCC has assisted in organizing 16 four hour TIM training sessions in the past two years. The graph above provides a summary of the 507 responders by disciplines that have attended TIM training sessions.

Congestion Management Process

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2015

CONGESTION MANAGEMENT PROCESS

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

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

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

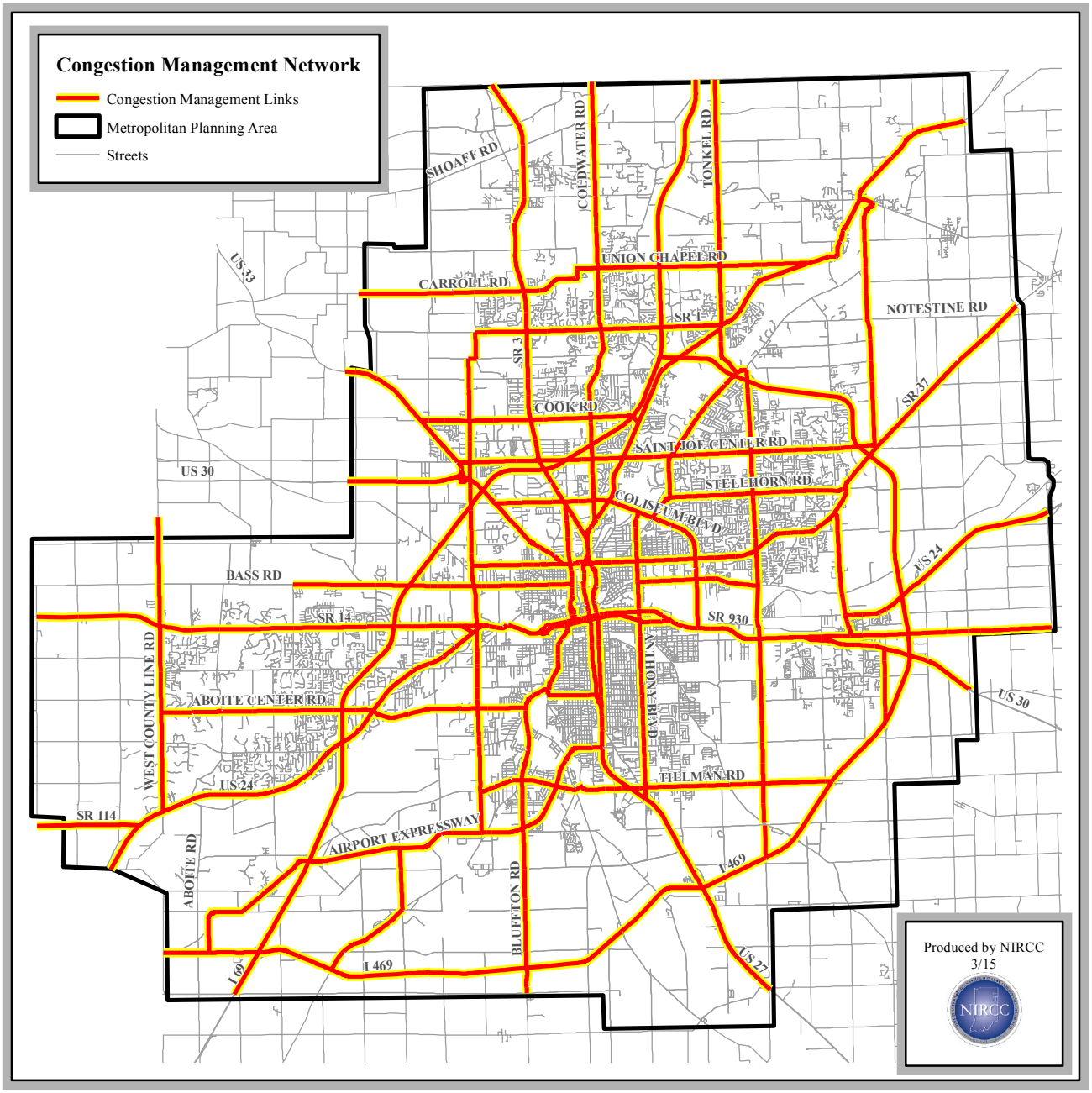
NIRCC's original Congestion Management Process Work Plan was completed in May 1995 and adopted by the Urban Transportation Advisory Board at its June 6, 1995 meeting. The work plan was submitted to the Indiana Department of Transportation, and an updated work plan was submitted at the conclusion of Fiscal Year 1996 and adopted in Fiscal Year 1997. The Fiscal Year 2015 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 50.

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 50



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

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

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

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

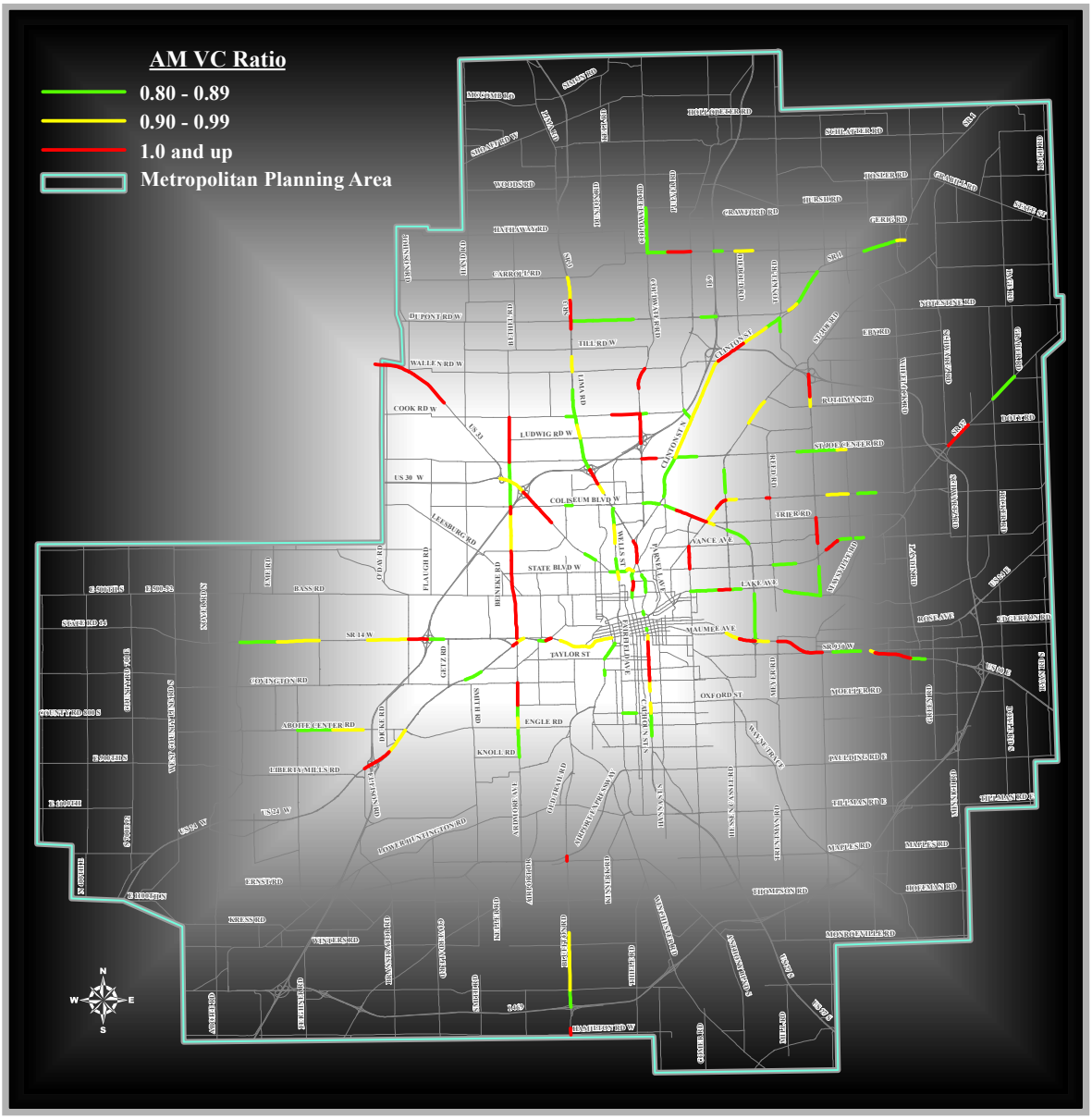
When analyzing the highway system for roads classified as collector or higher, the traffic monitoring program provides the majority of the data needed for a macro analysis. Existing traffic count data for all links within the study area is analyzed according to lane capacities. Roadway volume to capacity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

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

All road segments in the TMA with V/C ratios greater than 0.80 (the most restrictive ratio) were identified, mapped, and color-coded according to levels of congestion (0.80 - 0.89; 0.90 - 0 .99; 1.0 +). The macro-level analysis identified some road segments not included on the congestion management network. As a result of the analysis, all roadways in the TMA exhibiting V/C ratios exceeding 0.80 were considered as additional components of the congestion management network. The roadways with AM and PM V/C ratios exceeding 0.80 of their respective lane capacities based upon the macro analysis are displayed in figures 51 and 52. 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 analysis was

Figure 51



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 53 and 54). 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 effective when systems are integrated and interoperable the USDOT developed the National ITS Architecture. When

Figure 52

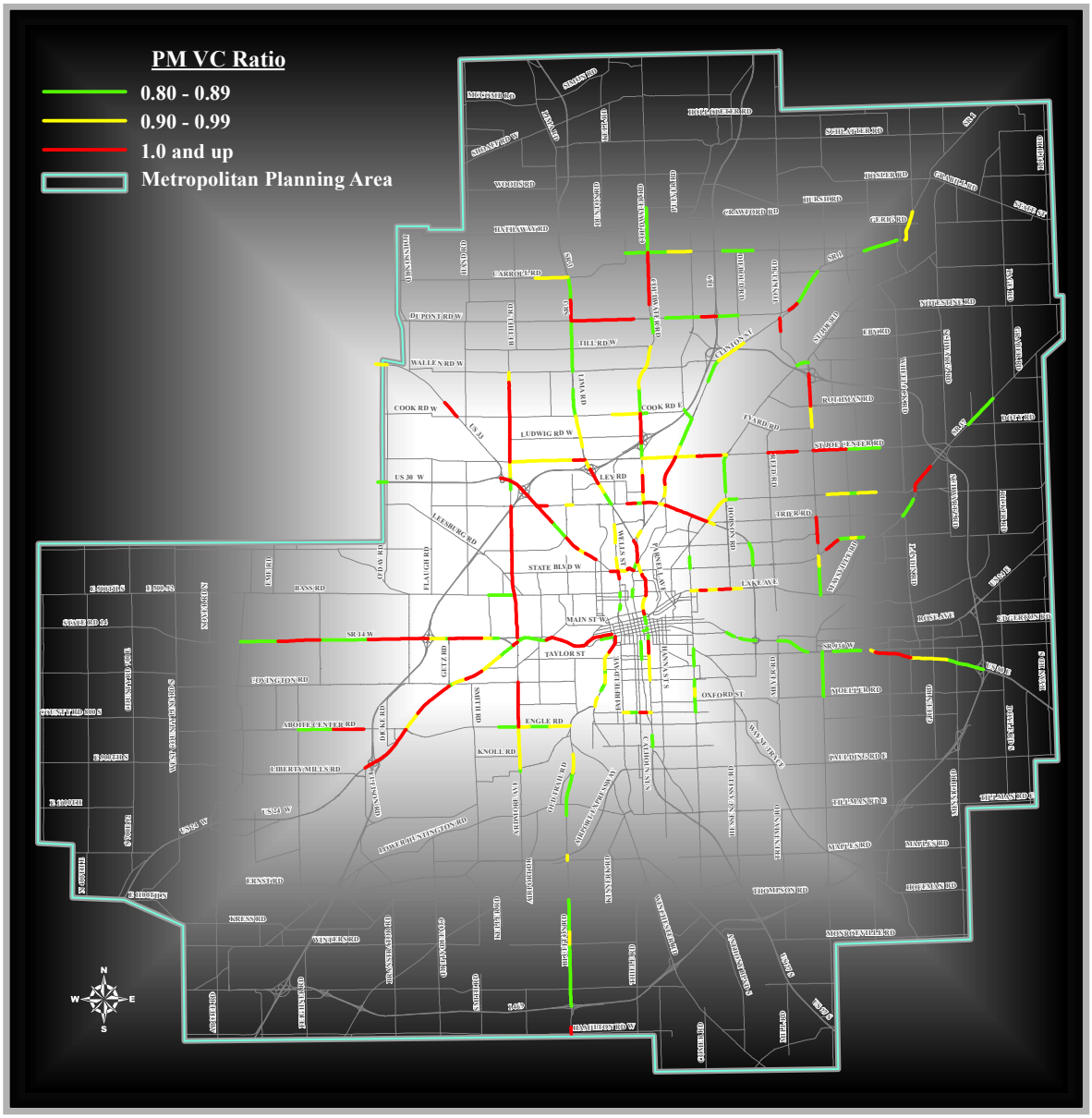
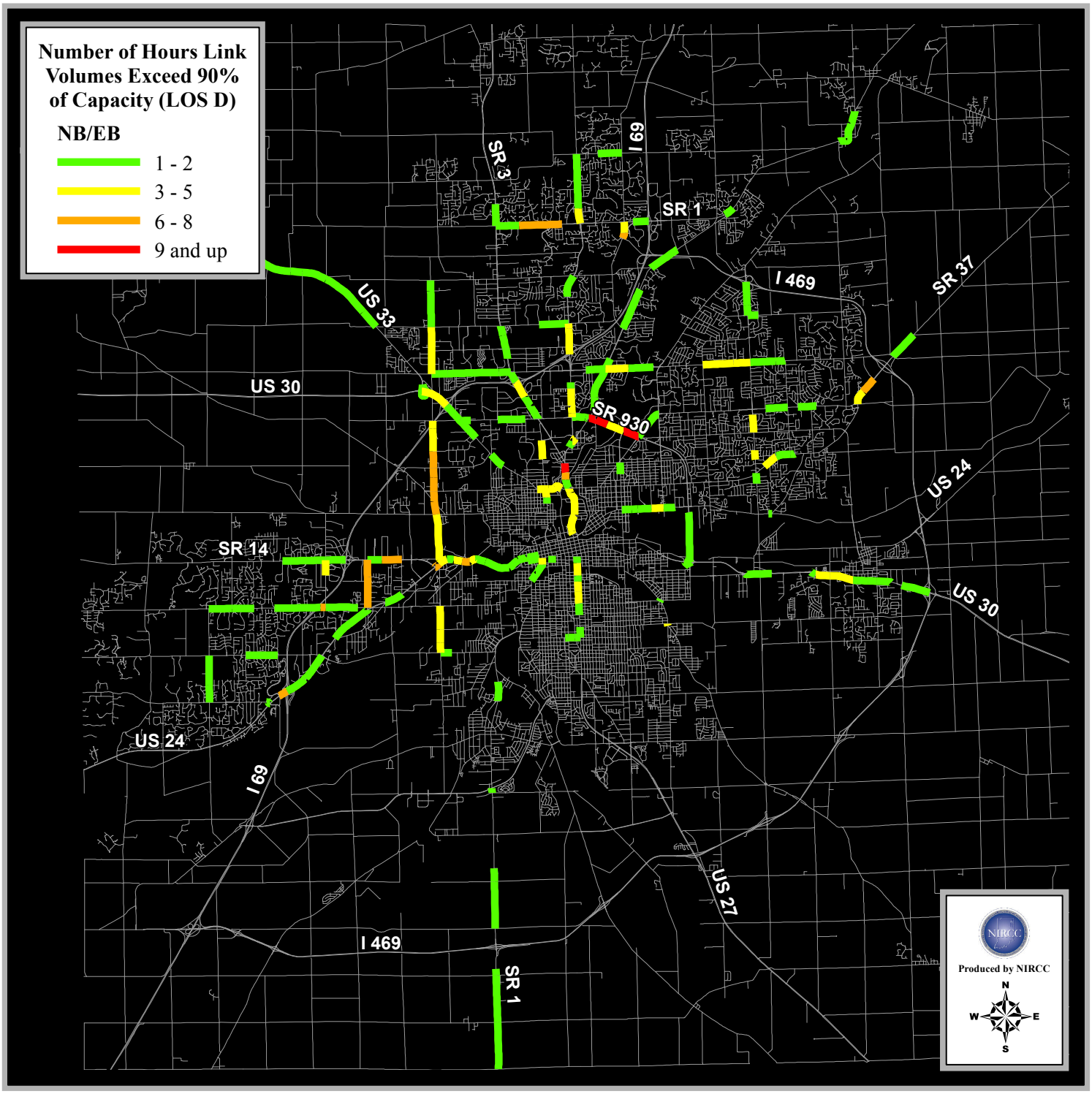


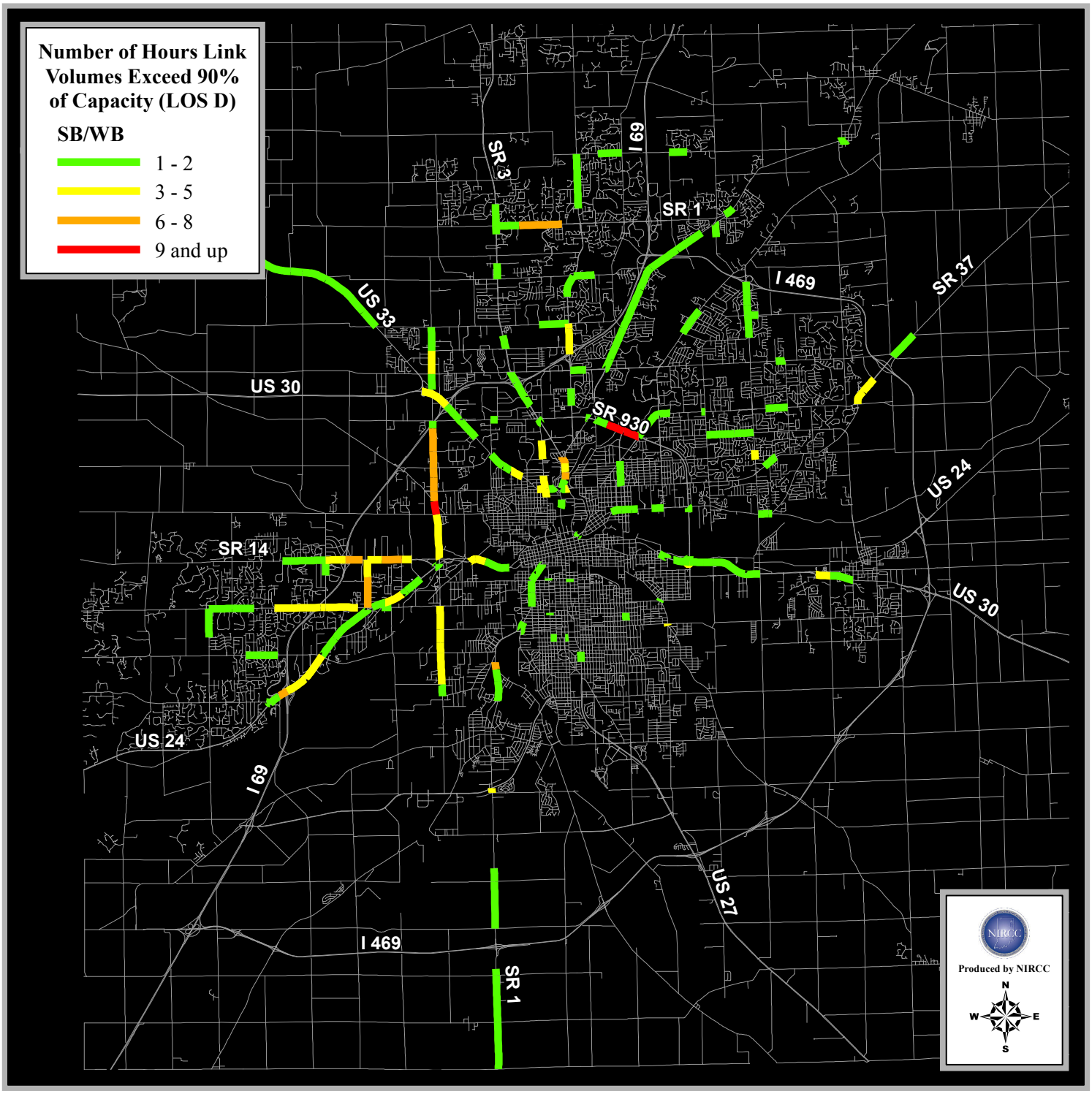
Figure 53



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.

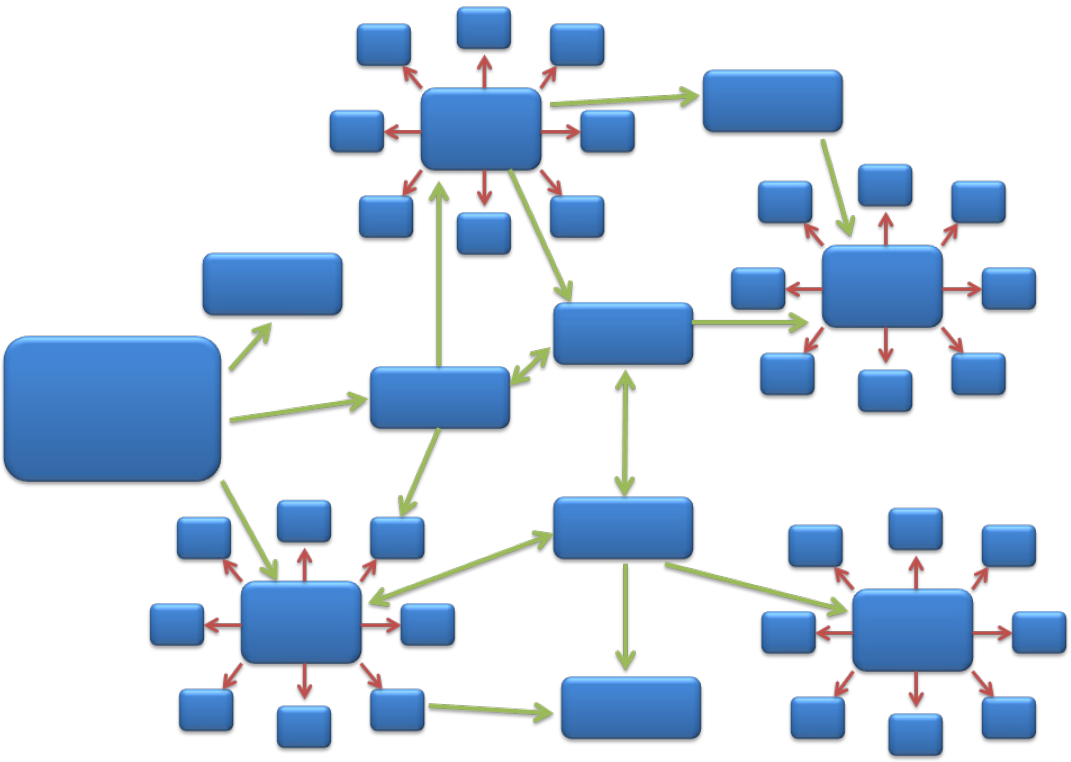
The National ITS Architecture is designed to provide a common structure for which ITS projects could be based on.

Figure 54



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 2015 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 2015

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 55). 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 government and local trail groups are continually planning and completing their trail projects. Also, new opportunities develop and some corridors may need to slightly shift their priorities to create the most practical options for developing a realistic and cost effective bicycle and pedestrian system.

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

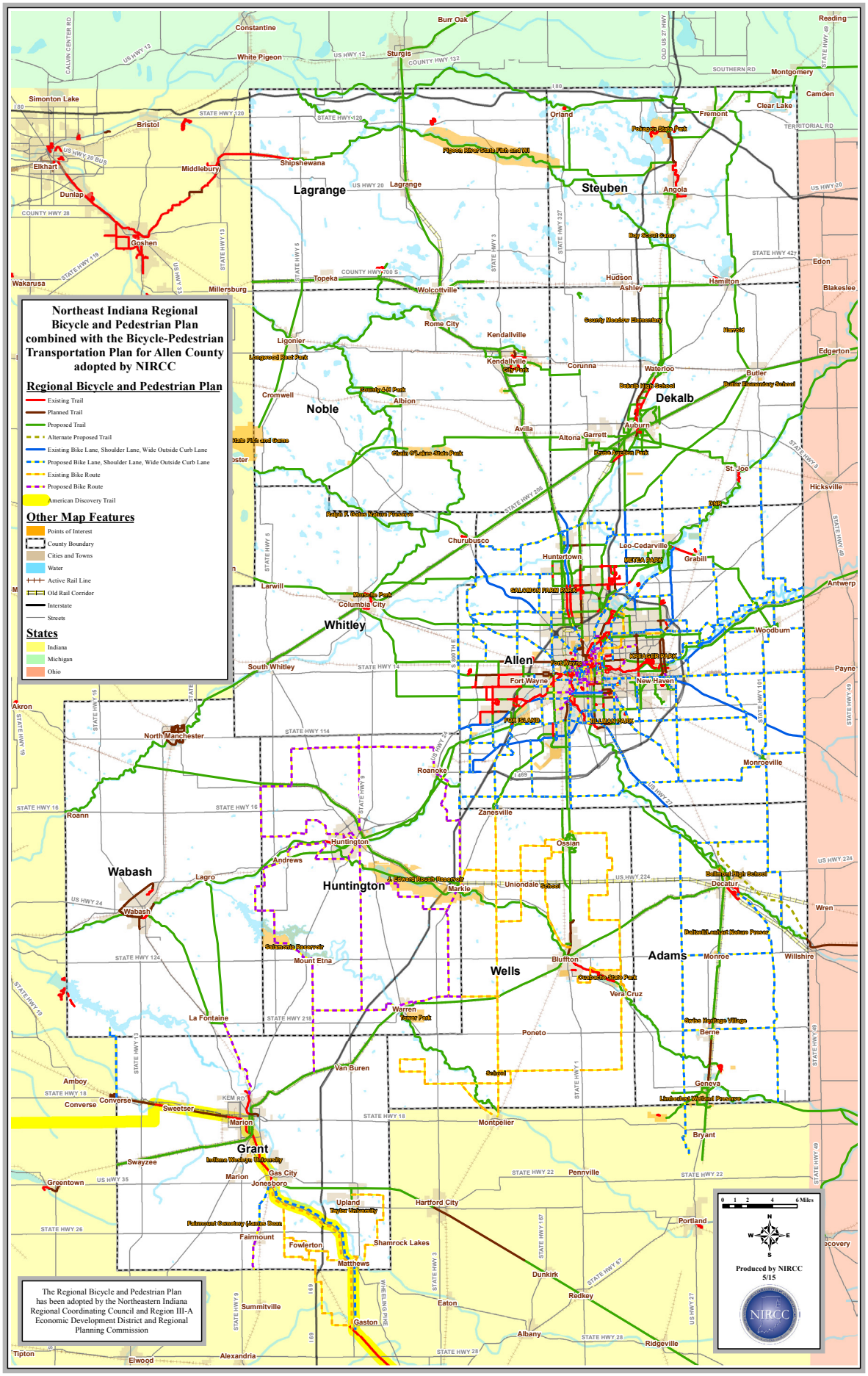


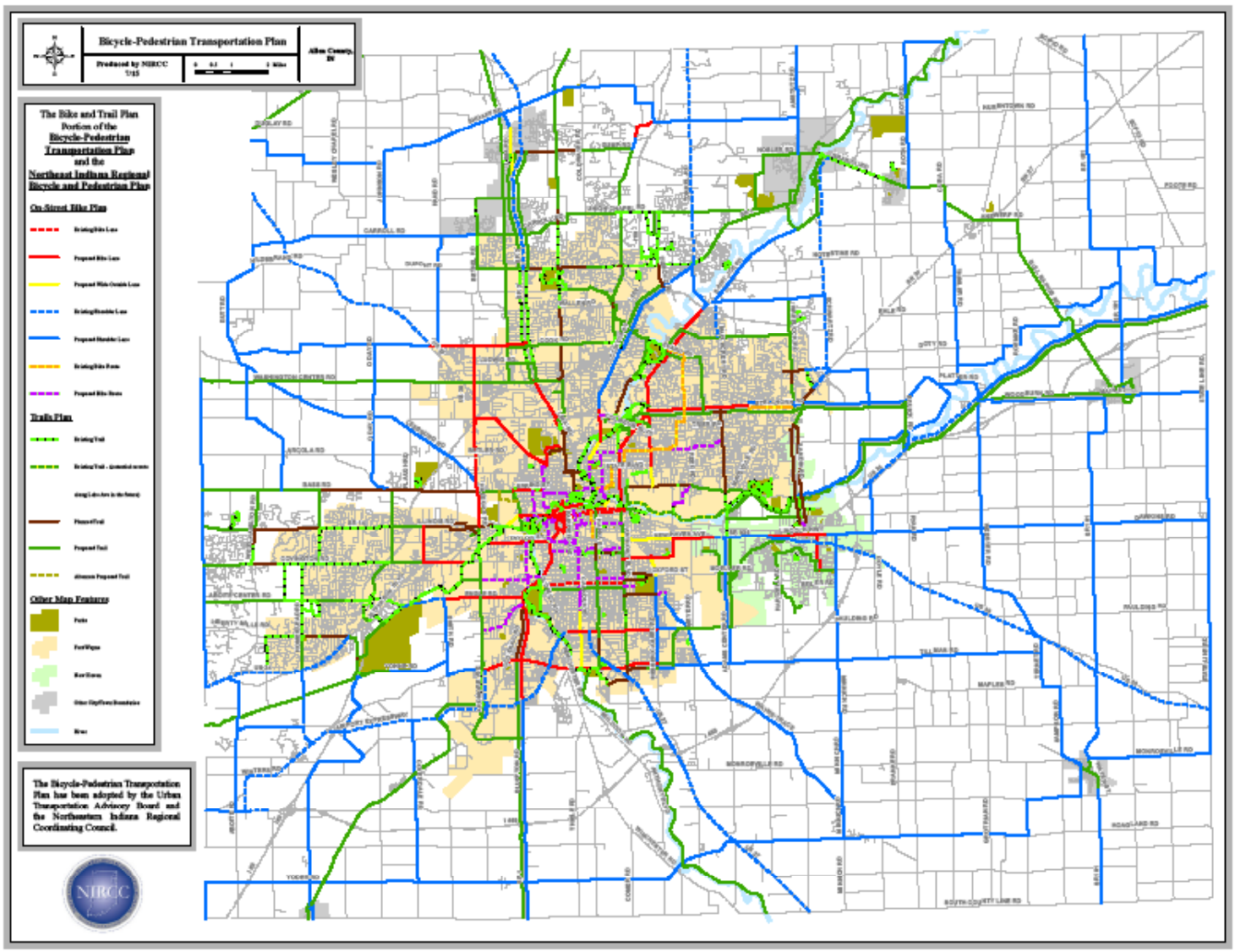
Figure 55

Regional Bicycle and Pedestrian Plan

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 56) which includes trails and on-street bike infrastructure, a trail plan (figure 57), and a sidewalk plan (figure 58). 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 56

Bicycle-Pedestrian Transportation Plan: Bike and Trail Plan

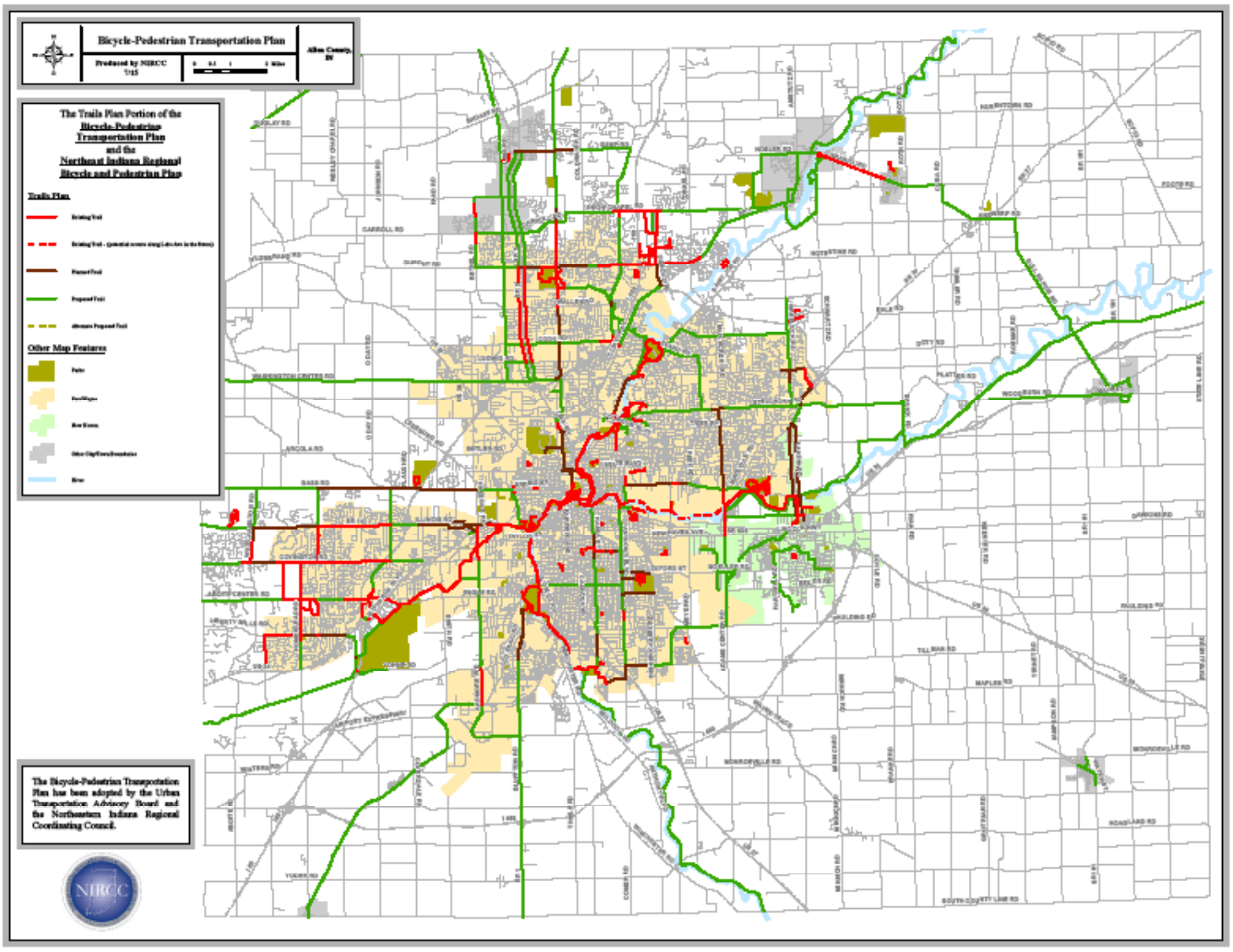


The Bike and Trail Plan (figure 56) is really intended to show an overall bike network along with the trails plan. Since bicyclists use a combination of on-street infrastructure and trails this map includes both to show how the entire network works together. This map displays a wide range of proposed 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 57

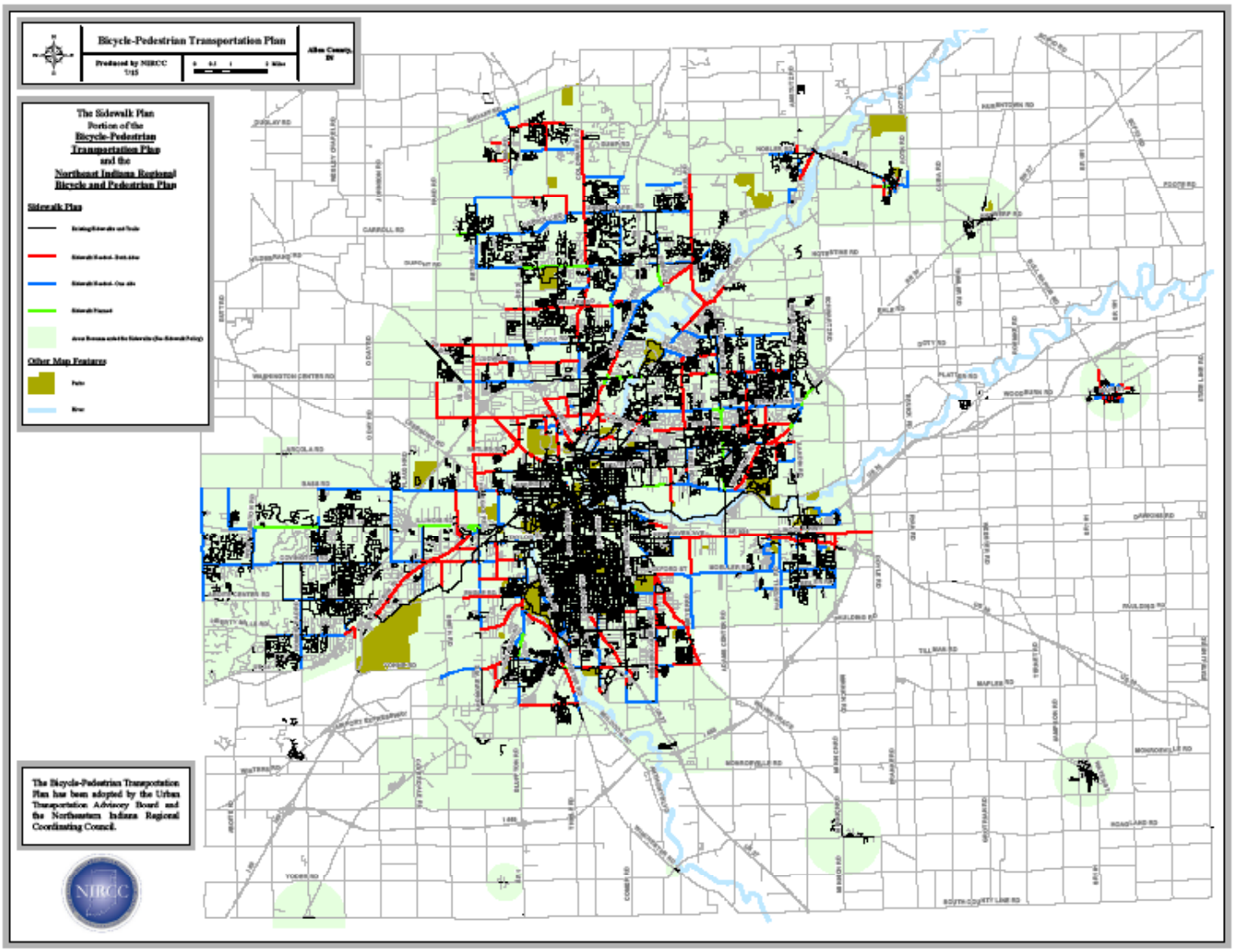
Bicycle-Pedestrian Transportation Plan: Trail Plan



The Trails Plan (figure 57) 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 58

Bicycle-Pedestrian Transportation Plan: Sidewalk Plan



The Sidewalk Plan (figure 58) 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 participating 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 bicycle and/or pedestrian 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.
- Assist in planning safe facilities for school children to walk and bike to school.

Red Flag Environmental Investigations

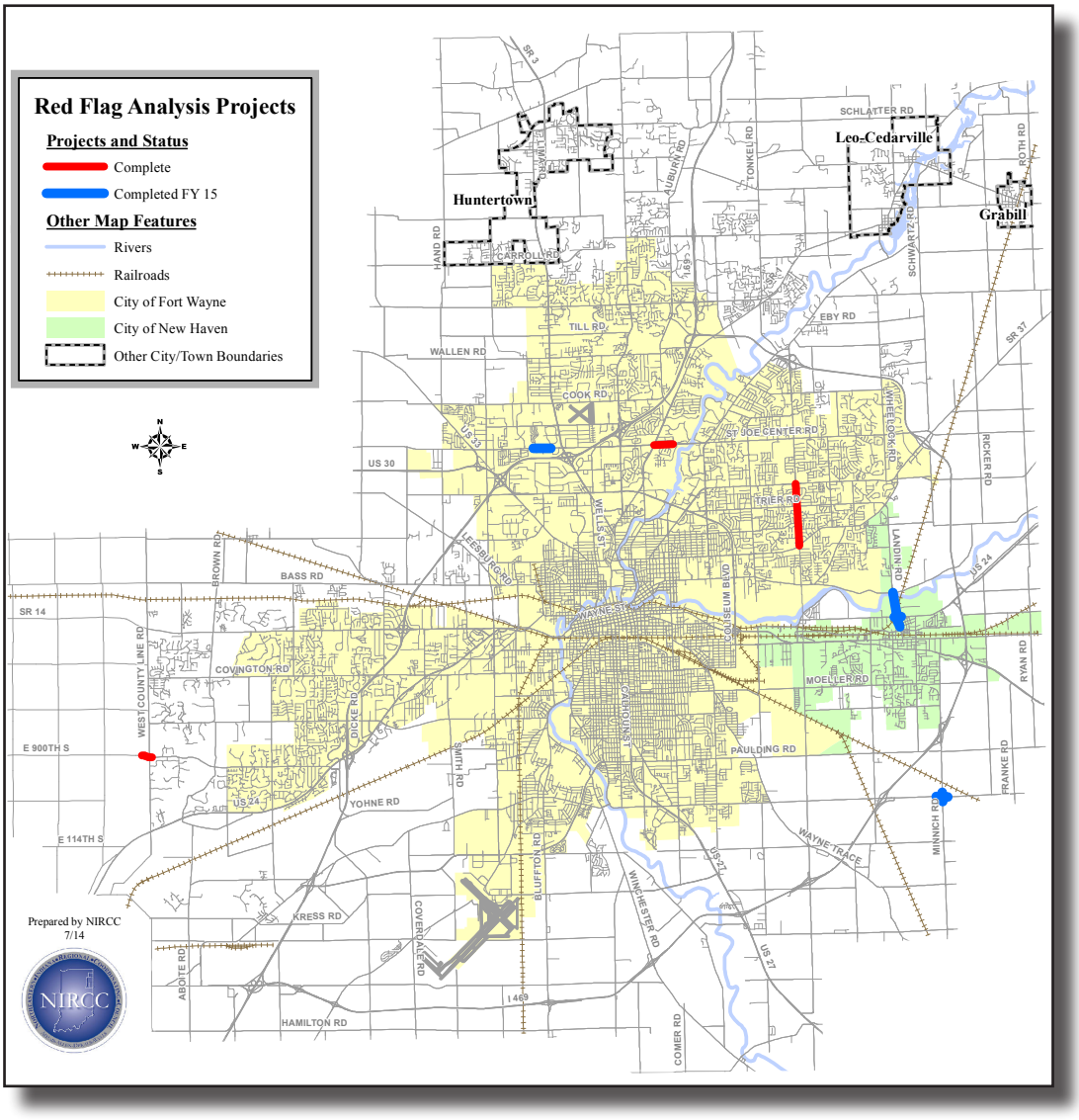
Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2015

RED FLAG ENVIRONMENTAL INVESTIGATIONS

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

Figure 59



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

In FY 15 NIRCC completed Red Flag Investigations (RFIs) within Fort Wayne, New Haven, and Allen County. The RFIs NIRCC has completed to date are shown in figure 59. Figure 59 also identifies which RFIs were completed during Fiscal Year 2015. The following is a list of the RFIs completed during FY 15:

- Broadway St / Landin Rd and Rose Ave from North River Rd to Power St
- Minnich Rd and Tillman Rd intersection
- Washington Center Rd Bridge #95 over Spy Run Creek

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

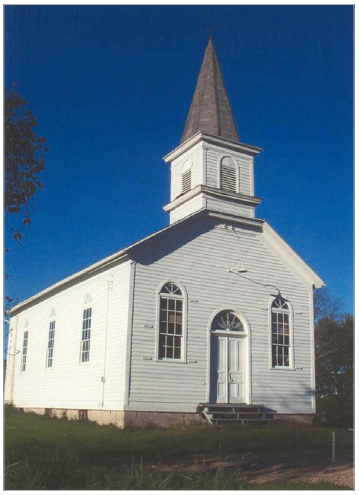
1. Infrastructure – Examples include airports, cemeteries, schools, hospitals, parks, utilities, religious facilities, etc.

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

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

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

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



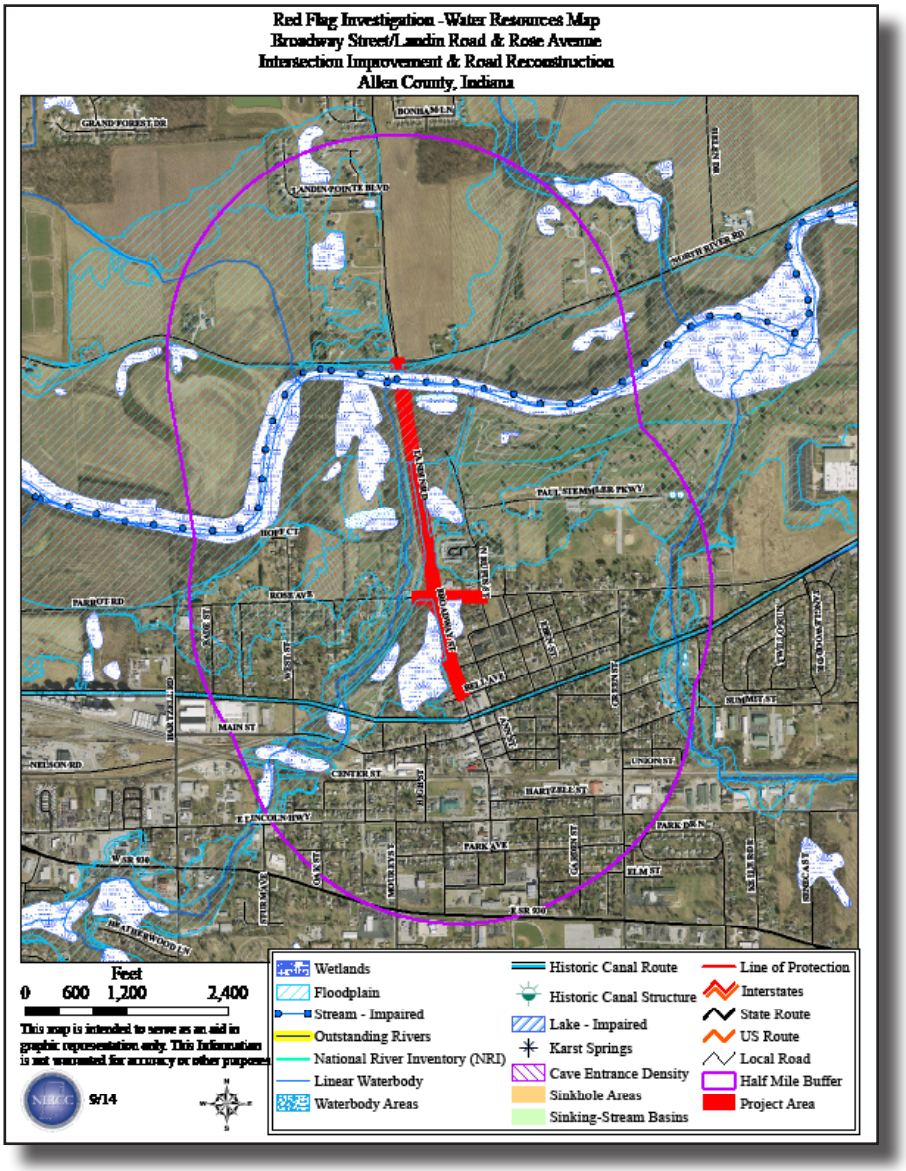
6. Cultural Resources – Examples include historic sites and districts, potential historical sites and districts, select and non-select bridges, and properties identified in interim reports.

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

Figures 60 - 62 give you examples of three maps included in the report completed this past fiscal year for Broadway St / Landin Rd and Rose Ave. Figure 60 is the map which identifies "Water Resources" near the project area, figure 61 displays "Infrastrucure" items identified in the red flag analysis, and figure 62 shows an example of areas that may need special consideration for protecting bicycle and pedestrian connectivity as well as create better access for transit stops.

Along with the maps NIRCC also creates a table for each of the six sections. These tables show

Figure 60



everything that is considered when conducting the red flag analysis and how many items of each are found within a half mile radius of the project. You will see an example of the "Water Resources" table and "Infrastructure" table from the Saint Joe Center Rd project in figures 63 and 64. Once the tables are complete NIRCC includes a summary of findings for each item with a description in the report that also states whether or not each item will be affected by the project. To find out further information about Red Flag Analysis or detailed information about a specific Red Flag Analysis already completed please contact NIRCC for assistance.

Figure 61

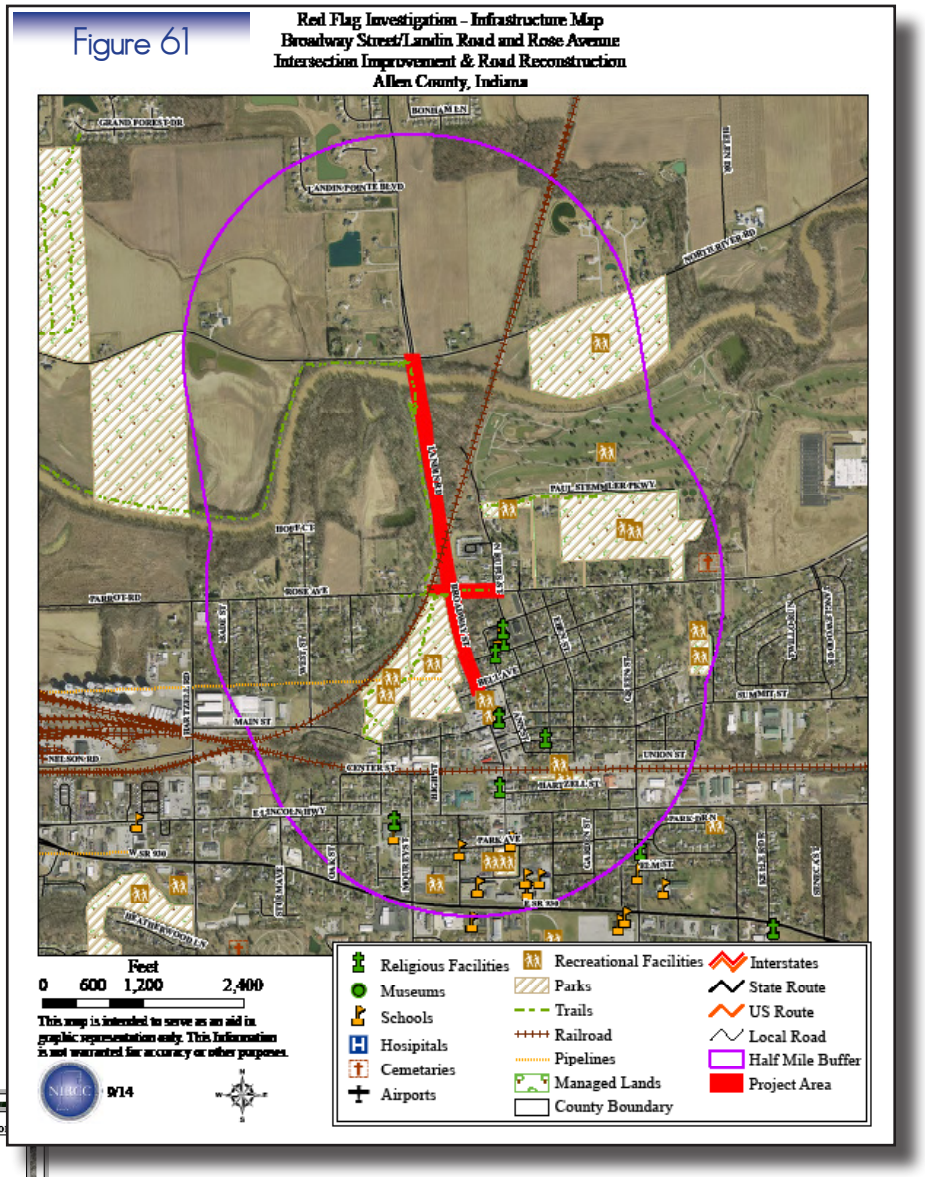


Figure 62

Figure 63

Water Resources
Indicate the number of items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project. If there are no items, please indicate N/A:

NWI - Wetlands	**24**	IDEM 303d Listed Lakes	**N/A**
Karst Springs	**N/A**	Lakes	**7**
Canal Structures – Historic	**N/A**	Floodplain - DFIRM	**Yes**
IDEM 303d Listed Rivers and Streams (Impaired)	**5**	Cave Entrance Density	**N/A**
Rivers and Streams	**6**	Sinkhole Areas	**N/A**
Canal Routes - Historic	**1**	Sinking-Stream Basins	**N/A**
Outstanding Rivers (Special Interest Waterways)	**N/A**	Line of Protection	**N/A**
*High Capacity Wells (Wellhead Protection Areas)	**2**	National River Inventory (NRI)	**N/A**

Figure 64

Infrastructure
Indicate the number of items of concern found within ½ mile, including an explanation why each item within the ½ mile radius will/will not impact the project. If there are no items, please indicate N/A:

Religious Facilities	**5**	Recreational Facilities	**13**
Airports	**N/A**	Pipelines	**1**
Cemeteries	**1**	Railroads	**2**
Hospitals	**N/A**	Trails	**3**
Schools	**4**	Managed Lands	**10**
Museums	**N/A**		

Transit Planning Activities

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2015

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. TPC also takes the lead role in the facilitation and evaluation of the local Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Operational Funding Program. The TAC takes the lead role in the facilitation and evaluation of the local Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Capital Funding Program and is responsible for the maintaining the local Transportation Resource Guide.

In Fiscal Year 2015, Transit Planning Activities completed by NIRCC staff included the Section 5310 Local Capital and Operational Funding programs and an update of the Transportation Resource Guide. A summary of each of these activities is provided below.

Federal Transit Administration's Section 5310 Program – Capital Funding

The Federal Transit Administration's (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program provides capital and operating funding to support the provision of transportation services to meet the specific needs of seniors and individuals with disabilities. Transportation providers within the Fort Wayne Allen County Urbanized Area serving the senior and disabled populations utilize Section 5310 funding to purchase vehicles and operate services. The current Federal legislation which authorizes funding for transportation is Moving Ahead for Progress in the 21st Century, known as MAP-21. MAP-21 requires the establishment of a locally developed, coordinated public transit-human services transportation plan for the Section 5310 program. NIRCC has developed a

Coordinated Public Transit-Human Services Transportation Plan for Allen County. All projects selected for funding from this FTA program must be derived from this coordinated plan and be competitively selected.

NIRCC, in coordination with Citilink (designated recipient of the Section 5310 funds for the Fort Wayne Allen County Urbanized Area), has established an application process to select projects to receive capital and operational funding from the Section 5310 Program. Capital and Operational funding rounds are held separately. A Section 5310 Capital funding round is held on an annual basis. While the Section 5310 Operational funding round is held on a semi-annual basis. Any project(s) selected for funding requires the responsible agency / party to enter into a contractual agreement with Citilink (designated recipient).

The annual Section 5310 Capital program awards vehicles to area non-profit agencies providing transportation to seniors and individuals with disabilities. A call for projects was issued in February 2015 with awards announced in May 2015. The capital program provides 80% of the total vehicle cost, requiring a 20% local match from the applicant. In Fiscal Year 2015, approximately $123,200 in Section 5310 funding was awarded to Byron Health Center and the Community Transportation Network to purchase a total of 3 vehicles. All of the awarded vehicles were lift or ramp equipped and had wheelchair tie-downs.

The semi-annual Section 5310 Operational program provides operating support for eligible two (2) year (24 month) operating projects targeted toward meeting the transportation needs of seniors and individuals with disabilities. A list of eligible activities and eligible recipients can be found at www.nircc.com. A call for projects is issued every other July with awards announced every other October. The operational program provides 50% of the total project cost, requiring a 50% local match from the applicant. In Fiscal Year 2015, approximately $204,500 in Section 5310 Operational funding was awarded to the Community Transportation Network to provide additional medical transportation trips for seniors and individuals with disabilities initiating in 2015 and running through 2016.

Transportation Resource Guide – August 2014 Update

The Transportation Resource Guide was updated in August 2014. This valuable community resource provides information on the public, not-for-profit, and private transportation resources available within the Fort Wayne, New Haven, and Allen County area. The guide is available to the public, area agencies, and organizations. It is available as both a brochure (8 ½ “ x 14”) that can be distributed and an informational poster (11” x 17”) that can be posted at various locations throughout the community.

TRANSPORTATION RESOURCE GUIDE

A GUIDE TO TRANSPORTATION SERVICES PROVIDED IN THE FORT WAYNE NEW HAVEN ALLEN COUNTY AREA

UPDATED August 2014 Available at www.nircc.com

Funded partially by a Federal Transit Administration Planning Grant. **This brochure is not an endorsement of providers or an all-inclusive list of providers.**

Individuals planning to use Medicaid to cover transportation expenses may have to contact their plan provider for transportation referrals prior to contacting transportation providers directly.

The guide provides a brief description of services including eligibility for service, general hours of operation, and contact information for each provider. The providers included in the current guide are as follows:

Public Providers

- Citilink Bus, Citilink Access, and campusLink.

Not-for-Profit Providers

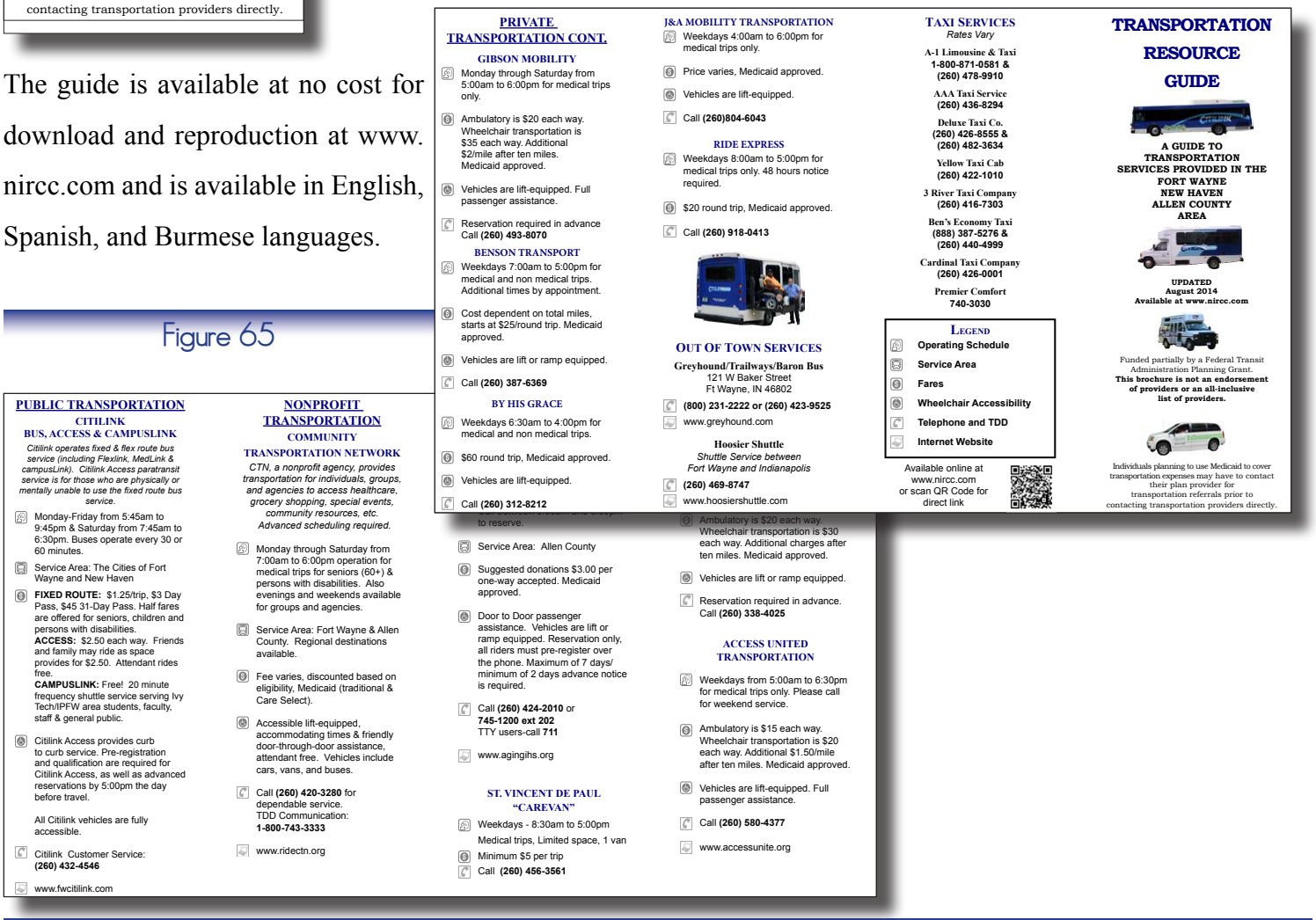
- Aging and In-Home Services of Northeast Indiana, Community Transportation Network (CTN), and St. Vincent de Paul "Carevan".

Private Providers

- Access United Transportation, Benson Transport, By His Grace, Companion Transportation, Gibson Mobility, J&A Mobility Transportation, Ride Express, out of town bus and shuttle services, and local taxi services.

The guide is available at no cost for download and reproduction at www.nircc.com and is available in English, Spanish, and Burmese languages.

Figure 65



PUBLIC TRANSPORTATION

CITILINK

BUS, ACCESS & CAMPUSLINK

Citilink operates fixed & flex route bus service (including Flexlink, MedLink & campusLink). Citilink Access paratransit service is for those who are physically or mentally unable to use the fixed route bus service.

Monday-Friday from 5:45am to 9:45pm & Saturday from 7:45am to 6:30pm. Buses operate every 30 or 60 minutes.

Service Area: The Cities of Fort Wayne and New Haven

FIXED ROUTE: $1.25/trip, $3 Day Pass, $45 31-Day Pass. Half fares are offered for seniors, children and persons with disabilities.
ACCESS: $2.50 each way. Friends and family may ride as space provides for $2.50. Attendant rides free.
CAMPUSLINK: Free! 20 minute frequency shuttle service serving Ivy Tech/IPFW area students, faculty, staff & general public.

Citilink Access provides curb to curb service. Pre-registration and qualification are required for Citilink Access, as well as advanced reservations by 5:00pm the day before travel.

All Citilink vehicles are fully accessible.

Citilink Customer Service: **(260) 432-4546**

www.fwcitilink.com

NONPROFIT TRANSPORTATION

COMMUNITY TRANSPORTATION NETWORK

CTN, a nonprofit agency, provides transportation for individuals, groups, and agencies to access healthcare, grocery shopping, special events, community resources, etc. Advanced scheduling required.

Monday through Saturday from 7:00am to 6:00pm operation for medical trips for seniors (60+) & persons with disabilities. Also evenings and weekends available for groups and agencies.

Service Area: Fort Wayne & Allen County. Regional destinations available.

Fee varies, discounted based on eligibility, Medicaid (traditional & Care Select).

Accessible lift-equipped, accommodating times & friendly door-through-door assistance, attendant free. Vehicles include cars, vans, and buses.

Call **(260) 420-3280** for dependable service.
TDD Communication: **1-800-743-3333**

www.ridectn.org

PRIVATE TRANSPORTATION CONT.

GIBSON MOBILITY

Monday through Saturday from 5:00am to 6:00pm for medical trips only.

Ambulatory is $20 each way. Wheelchair transportation is $35 each way. Additional $2/mile after ten miles. Medicaid approved.

Vehicles are lift-equipped. Full passenger assistance.

Reservation required in advance Call **(260) 493-8070**

BENSON TRANSPORT

Weekdays 7:00am to 5:00pm for medical and non medical trips. Additional times by appointment.

Cost dependent on total miles, starts at $25/round trip. Medicaid approved.

Vehicles are lift or ramp equipped.

Call **(260) 387-6369**

BY HIS GRACE

Weekdays 6:30am to 4:00pm for medical and non medical trips.

$60 round trip, Medicaid approved.

Vehicles are lift-equipped.

Call **(260) 312-8212**

to reserve.

Service Area: Allen County

Suggested donations $3.00 per one-way accepted. Medicaid approved.

Door to Door passenger assistance. Vehicles are lift or ramp equipped. Reservation only, all riders must pre-register over the phone. Maximum of 7 days/ minimum of 2 days advance notice is required.

Call **(260) 424-2010** or **745-1200 ext 202**
TTY users-call **711**

www.agingihs.org

ST. VINCENT DE PAUL "CAREVAN"

Weekdays - 8:30am to 5:00pm
Medical trips, Limited space, 1 van

Minimum $5 per trip

Call **(260) 456-3561**

J&A MOBILITY TRANSPORTATION

Weekdays 4:00am to 6:00pm for medical trips only.

Price varies, Medicaid approved.

Vehicles are lift-equipped.

Call **(260)804-6043**

RIDE EXPRESS

Weekdays 8:00am to 5:00pm for medical trips only. 48 hours notice required.

$20 round trip, Medicaid approved.

Call **(260) 918-0413**

OUT OF TOWN SERVICES

Greyhound/Trailways/Baron Bus
121 W Baker Street
Ft Wayne, IN 46802

(800) 231-2222 or (260) 423-9525

www.greyhound.com

Hoosier Shuttle
Shuttle Service between Fort Wayne and Indianapolis

(260) 469-8747

www.hoosiershuttle.com

Ambulatory is $20 each way. Wheelchair transportation is $30 each way. Additional charges after ten miles. Medicaid approved.

Vehicles are lift or ramp equipped.

Reservation required in advance. Call **(260) 338-4025**

ACCESS UNITED TRANSPORTATION

Weekdays from 5:00am to 6:30pm for medical trips only. Please call for weekend service.

Ambulatory is $15 each way. Wheelchair transportation is $20 each way. Additional $1.50/mile after ten miles. Medicaid approved.

Vehicles are lift-equipped. Full passenger assistance.

Call **(260) 580-4377**

www.accessunite.org

TAXI SERVICES

Rates Vary

A-1 Limousine & Taxi
1-800-871-0581 & (260) 478-9910

AAA Taxi Service
(260) 436-8294

Deluxe Taxi Co.
(260) 426-8555 & (260) 482-3634

Yellow Taxi Cab
(260) 422-1010

3 River Taxi Company
(260) 416-7303

Ben's Economy Taxi
(888) 387-5276 & (260) 440-4999

Cardinal Taxi Company
(260) 426-0001

Premier Comfort
740-3030

LEGEND

- Operating Schedule
- Service Area
- Fares
- Wheelchair Accessibility
- Telephone and TDD
- Internet Website

Available online at www.nircc.com or scan QR Code for direct link

TRANSPORTATION RESOURCE GUIDE

A GUIDE TO TRANSPORTATION SERVICES PROVIDED IN THE FORT WAYNE NEW HAVEN ALLEN COUNTY AREA

UPDATED August 2014 Available at www.nircc.com

Funded partially by a Federal Transit Administration Planning Grant. **This brochure is not an endorsement of providers or an all-inclusive list of providers.**

Individuals planning to use Medicaid to cover transportation expenses may have to contact their plan provider for transportation referrals prior to contacting transportation providers directly.

Figure 66

TRANSPORTATION RESOURCE GUIDE

A GUIDE TO TRANSPORTATION SERVICES PROVIDED IN THE FORT WAYNE - NEW HAVEN - ALLEN COUNTY AREA

August 2014

PUBLIC TRANSPORTATION

CITILINK BUS, ACCESS & CAMPUSLINK

Citilink operates fixed & flex route bus service (including Flexlink, MedLink & campusLink). Citilink Access paratransit service is for those who are physically or mentally unable to use the fixed route bus service.

Monday through Friday from 5:45am to 9:45pm & Saturday from 7:45am to 6:30pm. Buses operate every 30 or 60 minutes. Pre-registration and qualification are required for ACCESS, as well as advanced reservations by 5:00pm the day before travel. Campuslink provides 5-20 minute frequency shuttle service serving the IvyTech/IPFW area students, faculty, staff & general public.

For fees or reservation information call **(260) 432-4546**

www.fwcitilink.com

NONPROFIT TRANSPORTATION

COMMUNITY TRANSPORTATION NETWORK

CTN, a nonprofit agency, provides transportation for individuals, groups, and agencies to access healthcare, grocery shopping, special events, community resources, etc.
Advanced scheduling required.

Monday through Saturday from 7:00am to 6:00pm operation for medical trips for seniors (60+) & persons with disabilities. Also evenings and weekends available for groups and agencies.

For fees or reservation information call **(260) 420-3280**

www.ridectn.org

AGING & IN-HOME SERVICES OF NORTHEAST INDIANA

Aging & In-Home Services of Northeast Indiana, a nonprofit agency, operates Senior Transportation for adults age 60 and over.

Monday, Wednesday, Thursday, and Friday from 8:00am to 4:30pm. Call between 8:00am and 3:00pm to reserve.

For fees or reservation information call **(260) 424-2010**

www.agingihs.com

ST. VINCENT DE PAUL "CAREVAN"

Transportation for medical trips in Allen County, space is limited.

Monday through Friday from 8:30am to 5:00pm.

For fees or reservation information call **(260) 456-3561**

PRIVATE TRANSPORTATION

ACCESS UNITED TRANSPORTATION

Monday through Friday from 5:00am to 6:30pm. For weekend service please call.

For fees or reservation information call **(260) 580-4377**

www.accessunite.org

COMPANION TRANSPORTATION

Monday through Saturday from 5:00am to 8:00pm, service outside of these hours available upon request.

For fees or reservation information call **(260) 338-4025**

GIBSON MOBILITY

Monday through Saturday from 5:00am to 6:00pm.

For fees or reservation information call **(260) 493-8070**

BENSON TRANSPORT

Weekdays 7:00am to 5:00pm for medical and non medical trips. Additional times by appointment.

For fees or reservation call **(260) 387-6369**

BY HIS GRACE

Weekdays 6:30am to 4:00pm for medical and non medical trips.

For fees or reservations call **(260) 312-8212**

J&A MOBILITY TRANSPORTATION

Weekdays 4:00am to 6:00pm for medical trips only.

For fees or reservations call **(260)804-6043**

RIDE EXPRESS

Weekdays 8:00am to 5:00pm for medical trips only. 48 hours notice required.

For fees or reservations call **(260) 918-0413**

OUT OF TOWN SERVICES

Greyhound/Trailways/Baron Bus
(800) 231-2222 or (260) 423-9525
www.greyhound.com

Hoosier Shuttle
Shuttle Service between Fort Wayne and Indianapolis
(260) 469-8747
www.hoosiershuttle.com

TAXI SERVICES

A-1 Limousine & Taxi
1-800-871-0581 & (260) 478-9910

AAA Taxi Service
(260) 436-8294

Deluxe Taxi Co.
(260) 426-8555 & (260) 482-3634

Yellow Taxi Cab
(260) 422-1010

3 River Taxi Company
(260) 416-7303

Ben's Economy Taxi
(888) 387-5276 & (260) 440-4999

Cardinal Taxi Company
(260) 426-0001

Premier Comfort
740-3030

This poster and a brochure with more detailed information is available for free download and reproduction at www.nircc.com

Funded partially by a Federal Transit Administration Planning Grant. This is not an endorsement of providers or an all-inclusive list of providers.

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 2015. The Summary Report highlights a majority of the transportation planning activities conducted and the products produced by NIRCC during Fiscal Year 2015. 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 2016-2019 Transportation Improvement Program (TIP) represent the improvements selected for implementation. The Fiscal Year 2016-2019 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 2015

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2015

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