

## **Appendix J**

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### *Public Participation- Comments and Responses*



## Comments from the NIRCC Transportation Open House April 18, 2018

**1) Comment/Question:** Ardmore Avenue between Lower Huntington Road and Covington Road. Traffic backs up here many times a day. The worst times are rush hours, and when we have trains stop to drop off cars at Mulinex near the intersection of Engle and Ardmore. Traffic backs up from Sandpoint on the south to the Soccer Club on the north end. Please consider widening this road in the very near future, and working something out where trains can stop only in the middle of the night.

**Response from City of Fort Wayne:** We are aware of these traffic back-ups. We are looking into possible solutions for both the traffic congestion and train delays. This is in the long range plan for improvements. Once the best and proper solutions are determined, then long-term funding can be identified and a solution completed. However due to the size, complexity and probable extensive costs, the improvements are many years down the road.

**2) Comment/Question:** Sandpoint Road between Bluffton Road and Ardmore Avenue. Sandpoint is seeing heavy traffic with all the back-ups on Ardmore. There isn't a shoulder or any place for pedestrians. I'd like to see a few things happen:

- 1) A shoulder or sidewalk for bikes/pedestrians that makes its way to the new Bluffton Road Bike Trail
- 2) Consider slowing the speed limit from 35mph to 30mph
- 3) Consider a stop light at Sandpoint and Ardmore

**Response from City of Fort Wayne:** We have reviewed Sandpoint Rd for sidewalks. This section of roadway is approximately 7,600 feet long. Either a sidewalk or trail along one side of the road would be the most likely first step to providing a non-road path for pedestrians and bicyclist. Due to the associated improvement to drainage, driveway approaches, railroad crossing and other appurtenant items, this could easily be over a \$1 million to construct. This area is in the long range plan for sidewalks. Once we have completed the approximately 80 miles of priority sidewalks for pathways for children to school, this area along with the other identified roadways will be prioritized for completion. A speed study would be necessary for lowering the speed limit. However if this shows a higher speed is appropriate, this would have to be considered. The intersection of Sandpoint and Ardmore had a traffic warrant study done in 2014. In order to signalize this intersection additional right-of-way will be needed so that a southbound left-turn lane can be installed. This is planned but not funded at this time.

**3) Comment/Question:** Lower Huntington Road. People are walking in the street because there are not any sidewalks or trails. Would like to see a sidewalk/trail along Lower Huntington Road.

**Response from City of Fort Wayne:** Some areas of Lower Huntington Road are currently being designed for sidewalks for installation in 2018 and 2019. We need more information to know which section of the roadway is being referred to.

**4) Comment/Question:** Covington Road and Nuttman Road between Brooklyn Avenue and Ardmore Road. There is a need for a bike/pedestrian path down either Covington or Nuttman between Brooklyn and Ardmore, and along Ardmore Avenue to the soccer field area. Many kids from the Oakdale/Southwood Park area ride out that way. There is no safe path without going all the way downtown on the river greenway.

**Response from City of Fort Wayne:** It is planned to install either trail or sidewalk along the roadways at the time the roadways are improved. Sidewalks or trails are in the long-term plan for these roadways.

**5) Comment/Question:** As a stretch economic development goal, Fort Wayne (and Allen County?) might contemplate a political push for a Chicago and Indiana Route 30 bypass along the SR 14/SR 114 corridor from I-69 to I-39. Chicago has been increasingly unacceptable since before my adult lifetime and I-30 seems too expensive to fix or closely bypass due to land uses already in place along it. The real problem with Route 30 seems we are asking it to serve too many purposes and absorb too much ongoing growth.

I've driven the 14/114 routes multiple times to bypass various problems (despite routing problems once in Illinois). Often enough, it takes longer only in theory. It is certainly safer and more predictable, so far less fatiguing on long hauls (11-16 hours) and potentially even in bad weather.

It seems that this bypass would take a lot of stressed semi-trucks off Route 30. Besides the fact that they must make time, Route 30's design and "safety" measures are hopelessly fatiguing even in a car. Meanwhile, it seems the communities and industries currently depending on Route 30 could also be well served by an alternate route.

West of Fort Wayne, the Route 24 corridor is too far south and I suspect needs have changed. East of Fort Wayne, Route 24 could feed from Toledo to 14/114.

As an additional thought, the political plans might include a single detached lane (with full shoulder) in both directions exclusively for self-driving trucks (and emergency ingress/egress such as the service roads which parallel interstates in Texas).

One might propose the route as fuel and pollution reductions specifically and solely for long-haul self-driving semi's, along with a few marshalling points. Such a route might be as level and

straight as possible? Less expensive and less complex to build? Less wear and tear on the other interstates? I realize the railroads might object.

**Response from Indiana Department of Transportation:** INDOT is continually studying and analyzing US 30 to determine where funding should be spent. At this time we are reviewing options on US 30 to improve the flow and safety on the existing alignment. We are still in the early stages of determining what those improvements should be. Although the citizen did not mention building US 30 to freeway standards, this is typically the request we have received. To build US 30 to freeway standards is something that would take a great deal of planning, and even greater funding along the entire corridor. Be assured that any improvement that would be made in the near future will be designed to improve traffic flow and safety as the primary objective.

As for the alternate route on SR 14 and SR 114, improving these state routes or creating another multiple lane route would be cost prohibited. The right of way cost alone would be exorbitant, as new terrain would be impacted. We appreciate how the customer took the time to articulate and send such a detailed suggestion.

In regard to the suggestion of a dedicated lane for self-driving trucks, INDOT and Purdue University and the Joint Transportation Research Program (JTRP) are working to create a dedicated short-range communications infrastructure with signal phase and timing broadcasts in several locations. We are also working in conjunction with other related-industries of how best to move forward with legislation which will fund this type of research.

**6) Comment/Question:** Dicke Road between Aboite Center Road and Covington Road. I would love to have the bike trail connect on Dicke Road. Dicke has a lot of traffic and is narrow so it is dangerous to run or bike to the trails.

**Response from City of Fort Wayne:** A trail along Dicke Rd is in the long-term plan. At the time of roadway improvements or prioritization by the trail review committee, this will be designed and completed. However there are other higher priority trails needing completion first.

**7) Comment/Question:** On several occasions and specifically in the AM & PM hours it has been observed that there is a heavy eastbound to southbound movement at the intersection of St. Joe Rd. and Maplecrest Rd. that hasn't been satisfied. Vehicles lining up at the intersection wanting to turn right on Maplecrest must wait for more than one cycle to clear the intersection. The queue is long and backs to Mayhew Rd. Please review the intersection and hopefully your recommendation can be included as a minor intersection improvement.

**Response from Allen County:** We have looked at adding a right turn lane for eastbound to southbound traffic at the intersection of Saint Joe Rd and Maplecrest Rd intersection. To make the turn lane usable and safe some pavement and striping improvements are required. Work at this intersection has not been scheduled but is on our list of projects to do.

**Comments from the 2040 Transportation Plan and Fiscal Year 2020-2024  
Transportation Improvement Program Amendment comment period.  
August 14, 2019 – August 28, 2019**

**Comment**

I read the legal notice in the *Journal-Gazette* on 14 August. I went to the indicated web-site but could not find the project locations listed in the legal notice. Can you please provide the correct link so I can look at those specific items (hopefully with maps?) I see that the public comment period ends on 28 August, and am surprised that no longer notice (nor more prominent, such as a news article) is provided. Modification of intersections through which many citizens often travel is a matter of no small importance.

In a related matter, does your agency have any input regarding asking INDOT (and the City and/or County) to add "flashing yellow arrows" to many more signalized intersections? They are such a good idea and should be at many more intersections in and around Fort Wayne. Sitting at lights with "turn on green arrow only" when no one is coming is not only a waste of time and fuel, but also adds to various forms of pollution.

**Response**

The information on the projects and their locations are provided on the NIRCC Website. The link listed in the Public Notice is corrects: <http://www.nircc.com/>

The information available at this time is on the Home Page under "Current News." The project locations are at existing intersections or interchanges, and the full scope and design of any improvements have not been determined. The current action to include the interchange and intersection locations into the 2040 Transportation Plan and Fiscal Years 2020-2024 Transportation Improvement Program that will permit the preliminary engineering, environmental review and design work to begin. This is the earliest action to initiate project development. INDOT has assured NIRCC that as the projects are engineered and designed, there will be opportunities for public involvement and input. Maps are not provided since the locations are easily identified on Google Maps or other web mapping services, but maps can be added to the information provided on NIRCC's Website. Please let me know if you have any questions or comments on these locations.

NIRCC does collaborate with traffic engineers for INDOT, Fort Wayne, New Haven and Allen County on locations for traffic control including appropriate signal phasing for both protective (green arrow) and permissive (flashing yellow) left turns. A number of criteria including, but not limited to posted speed, number of lanes, site restrictions, traffic volumes and crash history are considered and evaluated to determine the appropriate signal phasing at intersections. If there are intersections that you believe would be good candidates for the "flashing yellow arrows," please provide a list and the intersections will be evaluated.

**Follow-up Comment**

With regard to the turn signals, I will try to make a list of places I see where they would clearly help minimize traffic delays. I do not personally think there should be any hard and fast "rules" about places NOT to have the flashing yellow arrows. The number of lanes should not matter much. Visibility would be more important. One which immediately comes to mind, however, is

West Jefferson at Freeman/Lindenwood. It is an "offset" intersection, but for drivers on Jefferson (either direction) there is no visibility issue when they would have a flashing yellow arrow, as that would certainly NOT be when either Lindenwood or Freeman had a green signal of any kind. Perhaps the side streets there would not get the flashing yellow arrows because they are not aligned normally, but that should not hinder their use on Jefferson. Another (this one would be INDOT) is Hadley Road at Illinois Road. I am not sure two lanes could not turn left with a flashing yellow arrow, but even if that is deemed not safe, the eastbound vehicles turning north on Hadley should have the flashing yellow available to them. Any time a vehicle can proceed during one cycle of a light, can be a time when numerous vehicles do not have to wait for that one vehicle to "get its green arrow" on the next cycle. Moving traffic should be the #1 concern.

With regard to the legal notice, please advise whether this is correct: The notice is only because INDOT wishes to add the listed intersections as ones they may wish to change during the cited period of time, and they do not as of yet have any specific recommendations or plans regarding how they would change any of those intersections. Further, I assume that when such plans are drawn up, we will be notified and given opportunity to see and comment upon them. Also, is it possible to be placed on an e-mailing list for such notices?

I do know where the intersections are. One of my concerns when I see Flaugh Road and US 30 listed would be whether any improvement would ONLY facilitate traffic to Sweetwater's new building(s) and NOT to further encourage truck traffic south of California Road on Flaugh. (Some truckers already -- I believe illegally -- use Flaugh, Bass, and even Yellow River Roads to reach the industrial area on North Hadley Road, when they should ONLY and always be coming and going from State Road 14.)

### **Follow-up Response**

Traffic engineering is one of the few engineering disciplines that is reliant on human interpretation that hopefully evokes a predictable and appropriate behavior to achieve success and maximize system efficiency. Because we have diverse interpretive skills and biases, we must design our intersections and highways to provide safe passage for a reasonable spectrum of acceptable interpretations and corresponding behavior that also accommodates varying levels of driver related skills. To promote the desired behavior, consistent design and traffic control that provides motorists with logical direct and subtle queues compels us to engage standards, warrants and rules that provide a predictable environment that sends a consistent message. When evaluating locations for permissive left turns, while visibility may be more important, the number of lanes which directly correlates with road width, has a role in determining where permissive turns are permitted. Drivers have varying abilities to evaluate the speed of oncoming traffic, measure adequate gaps and assess the potential risk. They also have different definitions of acceptable risks, which may or may not be reflective of their driving skills. The more lanes a motorist must cross complicates the decision making process and associated risks. The preferred design is that opposing left turn lanes have positive offsets, especially if permissive left turns are permitted. Neutral offsets are less desirable and negative offsets are not desirable for permissive lefts. NIRCC, through its committees can evaluate the intersections of Jefferson Boulevard and Lindenwood Avenue/Freeman Street and Hadley Road and Illinois Road. Moving traffic is important, but safety is our number one concern.

The proposed amendments to the 2040 Transportation Plan and Fiscal Year 2020-2024 Transportation Improvement Program as presented in the Public Notice will allow INDOT to begin evaluating the locations and identify a preferred alternative. They will present their preferred alternative at a public meeting and you will have the opportunity to see and comment. You can sign-up for news alerts and meeting notices from INDOT at [alerts.indot.in.gov](http://alerts.indot.in.gov) NIRCC uses a mailing list of all known Neighborhood Association Presidents for meeting notifications, as the President of Abbey Place Community Association I have verified that you are on our email distribution list.

There are several things that will be taken into consideration as the locations on US 30 are evaluated. The primary goal is to improve the safety and traffic flow along the corridor. Traffic movements will likely be restricted at the Kroemer Road Intersection. The Interchange at Flaugh Road is intended to provide safer access for any traffic diverted due to modifications at Kroemer Road, and provide a safe access to and from US 30 from Flaugh Road without a need to signalize the intersection. The improvement is not intended to provide improved access to the businesses on North Hadley Road.