

# Transportation News



## 2030 Transportation Plan

The 25-year long range transportation plan is underway. The NIRCC staff held public meetings at several local schools during the first week of October. The Executive Director of NIRCC, Dan Avery, presented a summary of the updated transportation plan while staff took notes on citizen comments and questions.

The 2030 Long-Range Transportation Plan is a 25-year, comprehensive transportation plan that addresses the future needs of the transportation system. It includes highway, transit, pedestrian and bicycle improvement projects and policies. The projects and policies will help the community, through state and local government actions, to address existing and future needs of the transportation system. NIRCC prepares a long-range transportation plan every five years to offer continuity to the transportation planning process and to allow for reassessment of priorities based on changing socioeconomic conditions. The goal of the transportation plan is to achieve an efficient and safe transportation system for the movement of people and goods, while simultaneously improving the economic and environmental conditions of the community.

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## Community Development Updates

### Town of Waterloo

The Town of Waterloo is extremely excited about the upcoming completion of the Water Mains Improvement Project. The construction phase of the project has recently been completed. It is being partially funded through a \$300,000 Community Focus Fund (CFF) Grant that the Town was awarded in November 2003. The funding is federal Community Development Block Grant (CDBG) money that is allocated from the U.S. Department of Housing and Urban Development and administered by the Indiana Department of Commerce (IDOC).



During the first half of 2004, the Town finalized engineering and completed all appropriate administrative steps needed to move the project forward. The Town received their Release of Funds letter from IDOC in August 2004. A construction contract was awarded to Crosby Excavating in September 2004. Construction began in September 2004 and was completed in December 2004. NIRCC staff has been working with the Town and the contractor to make sure that all rules and regulations are being followed.



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**Val Strummins**  
Federal Highway Administration (Non-voting members)

**Dave Holtz**  
**Jerry Halperin**  
INDOT (Non-voting member)

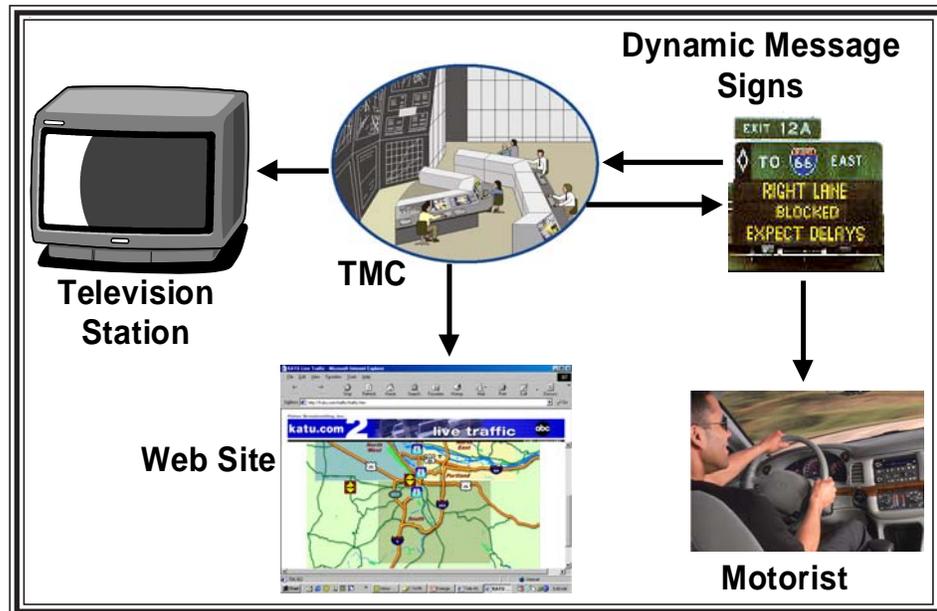
**Allen County Regional Intelligent Transportation Systems (ITS) Architecture**

NIRCC is currently in the process of developing a regional Intelligent Transportation Systems (ITS) architecture for Allen County. ITS is defined as: “the application of advanced sensor, computer, electronics, and communication technologies and management strategies – in an integrated manner – to improve the safety and efficiency of the surface transportation system”. ITS are interrelated systems that work together to deliver transportation services. Integration of these systems requires an architecture to illustrate and gain consensus on the approach to be taken by a group of stakeholders (anyone with a vested interest or “stake” in the regional ITS architecture) regarding their particular systems. An ITS architecture defines the systems and the interconnections and information exchanges between these systems. Figure 1 below shows a diagram of what an ITS in action might look like. After the TMC (Transportation Management Center) receives the information, it can notify the public in a variety of ways. The ITS architecture not only identifies how information goes out to the public, but it also outlines the process of how it comes in to the TMC. The Federal Highway Administration deadline for a regional architecture to be in place is April 8, 2005.

The architecture is being developed by inputting information from stakeholders in Allen County into Turbo Architecture software. The software has an interview function that asks a series of questions for various categories. The software then uses the answers to these questions to create a regional architecture. Once the initial architecture is created, the software allows it to be customized for the region. Staff is currently in the process of reviewing and evaluating the output of the software. All participating stakeholders will meet in the coming months for information and feedback that will allow staff to finalize the regional architecture. The staff has worked in conjunction with the Transportation Technical Committee, the Federal Highway Administration, and the Indiana Department of Transportation.



Figure 1



# JUNE 15

## Air Quality

As of June 15, 2004 the United States Environmental Protection Agency designated Fort Wayne and Allen County as a nonattainment area for ground-level ozone emissions. This means that Allen County was above the attainment level of the 8 Hour Ozone National Ambient Air Quality Standard. This is a health-based standard for ground-level ozone established in 1997 by the EPA. The 8-hour ozone standard is defined at 85 PPB (parts per billion) and is based on an average 4<sup>th</sup>-high 8-hour ozone value over a three year period. Counties with values that exceed this standard are considered to be in violation.



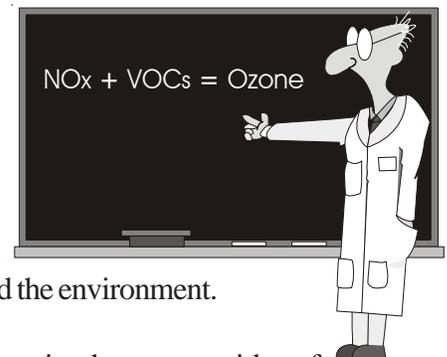
### What does this mean?

It means that on certain days in the summer, air quality does not meet federal health standards. Indiana must now develop a plan detailing the steps necessary to comply with the standard by the attainment date of spring 2007. This may lead to stricter permitting of certain new and expanding industrial sources. It may also become necessary for transportation activities to conform to the air quality goals established by the state's attainment plan.

There will be new national and regional controls; for example, a nitrogen oxide control rule for power plants, new diesel engine standards, and new diesel fuel standards. It is the hope that these controls will aid Allen County so that it will be in attainment of the standard without further local control measures. The date set for the Fort Wayne metropolitan area to meet attainment is by the year 2009.

### What exactly is Ozone and why is it so important to regulate how much there is?

Ozone is a gas that occurs naturally in the stratosphere approximately 10 to 30 miles above the earth's surface. This type of ozone is considered beneficial because it protects life on earth from the sun's harmful rays. The type of ozone that negatively affects human health is the kind that forms at ground level. Ground level ozone is one of six key air pollutants that scientists have identified as being particularly harmful to humans and the environment.



Ozone is a gas composed of three oxygen atoms (O<sub>3</sub>). A chemical reaction between oxides of nitrogen (NO<sub>x</sub>) and volatile organic compounds (VOCs) in the presence of heat and sunlight create ozone. Motor vehicle exhaust, industrial emissions, gasoline vapors and chemical solvents are some of the major sources of NO<sub>x</sub> and VOCs that combine with sunlight and hot weather to form ground-level ozone. Indiana's ozone season is May 1 to September 30.



Ozone is harmful for several reasons. Along with triggering a variety of health problems, some people are extremely sensitive to it. Ozone can irritate lung airways and cause inflammation. It can cause

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## Bicycle and Pedestrian Update

The Northeastern Indiana Regional Bicycle and Pedestrian Forum has finished the first draft of the Allen County Bicycle and Pedestrian Transportation Plan. The updated draft was taken to UTAB (Urban Transportation Advisory Board) for their input. It was also presented at the public meetings held for the 2030 Long Range Transportation Plan. Although there were some questions and concerns, there was also a lot of support for the Bicycle and Pedestrian Transportation Plan.

With much of the bicycling needs met in this first draft, the forum is now concentrating on meeting the needs of pedestrians. The forum is now focusing on sidewalk issues throughout Allen County and the city of Fort Wayne.

Once the forum completes work in Allen County it will reach into the surrounding counties. The forum envisions having a regional bicycling and pedestrian plan in the future.



## 2030 Plan continued...

Below are brief descriptions of the three main parts of the 2030 long range plan:

### Highway Projects

These projects include new construction, widening, reconstruction, grade separation, and intersection / interchange modifications. These projects are meant to enhance the mobility of drivers in areas that become increasingly important as the community grows. A more efficient system allows the traveler to take a quicker route reducing distance traveled, air pollution, energy consumption, and travel delay.



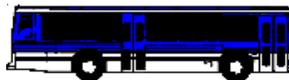
### The Comprehensive Bicycle – Pedestrian Plan

The comprehensive bicycle – pedestrian plan combines local group efforts with the identification of a selected set of routes based on an analysis of significant destinations within the region. These routes will then be recommended for enhancement and protection. The plan will provide a tool for planners and highway officials by locating these selected routes, specifying the preferred type of bicycle – pedestrian treatment, and providing design standards to follow as they coordinate them with present and future road projects.



### Transit Alternatives

The recommended transit improvements were developed by a combined effort of citizen participants, Fort Wayne Public Transportation Corporation (FWPTC) staff, Urban Transportation Advisory Board members, and the NIRCC staff. The group proposed improvements intended to increase mobility and accessibility through improved transit service.



The group began with the existing system of transit routes as a base and then made additional proposed improvements that will improve the existing service. The recommended transit improvements include new routes, cross-town routes, modified existing routes, and connecting existing routes. Similar to the highway projects, all of the transit recommendations were tested under future travel demands. The testing revealed that if the improvements are enacted there will be an increase in ridership. The increase in estimated ridership correlates to an improved level of transit service and enhanced mobility for the entire community.

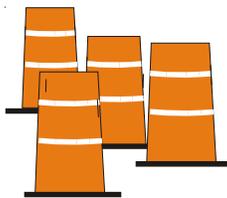


### Construction Progress Report

The added travel lanes on US 33 from Washington Center Road to Cook Road is in the right-of-way acquisition process and should begin construction this summer.



The intersection improvement in New Haven at Landin Road and North River Road is anticipated to begin in the upcoming construction season.



Phase 1 of the I-69 widening from south of Leesburg Road to south of US 24 is done.

Phase 2 of the I-69 widening from south of Leesburg Road to Coldwater Road is in progress.

The urban trail from Swinny Park to Rockhill Park was completed this past year.



The intersection at Stellhorn Road and Maysville Road is complete.

New roadway construction of Ardmore Avenue from Lower Huntington Road to Indianapolis Road should begin this summer.

Reconstruction of Dupont Road from Pine Mills Road to Auburn Road is in progress.

The widening of SR 3 from Ludwig Road to Dupont Road is in the right of way stage.



The Greenway extension in New Haven is under construction.

Road reconstruction in New Haven on Rose Avenue from Green Street to Broadway should be ready for summer construction.

The added travel lanes on St. Joe Center Road from St. Joe Road to Reed Road should begin construction in the spring. The graves were moved this past summer.



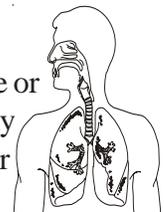
Reconstruction of Coldwater Road from Dupont Road to Gump Road will begin this summer.

A new signal at Hillegas Road and Coliseum Boulevard has been added.

The added travel lanes on Aboite Center Road from Coventry Lane to Jefferson Boulevard should start in the coming year.

### Air Quality continued...

wheezing, coughing, pain when taking a deep breath, and difficulty breathing during exercise or outdoor activities. Although people with respiratory problems are most vulnerable, even healthy people who are active outdoors can be affected when levels are high. Repeated exposure for several months can cause permanent lung damage.



Ozone not only affects people, but it also damages plants and ecosystems. Ozone damages the ability for plants to produce and store food. This makes plants and trees more susceptible to disease, insects, other pollutants, and harsh weather. Ozone also reduces crop yields.



### What are some things people can do locally to reduce ozone pollution?

People can reduce ozone by using public transportation and carpooling. Also, walking more and bicycling can help. Some smaller ways to reduce ozone include keeping your automobile well tuned and maintained, avoid using drive-thru lanes, be careful not to spill gasoline when filling up or doing summer chores, fill up your cars during cooler evening hours, seal up household cleaners, and participate in local utility energy conservation programs.



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## Rural Planning Updates: SR 1 Corridor, Wells County

The SR 1 corridor study and protection plan in Wells County has been completed. The study of State Road 1, from the Wells County/Allen County Line to State Road 124 (south junction), was initiated by NIRCC in 2003 due to the developments along the corridor. The purpose of this study is to estimate the number of new trips from anticipated developments that will be added to an existing facility. This will allow transportation planners to anticipate congestion problems and plan for the future.

The intersections along this corridor were analyzed using intersection evaluation software. The analyses were performed for three different levels of land use development which include the existing conditions along with phase I and II developments. Phase I focuses on proposed and approved land use developments. Phase II focuses on potential developments on currently vacant land within the defined study area. This allows planners to compare existing conditions to what could happen in the future.

The analysis is done by examining changes in the levels of service (LOS) for each intersection. 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. The intersections along this corridor were graded with levels of service and then reevaluated with certain improvement scenarios to see what improvements would reveal better levels of service grades.

