



# Transportation Times



## Safety News

### Safety Projects:

#### *Highway Safety Improvement Program (HSIP) Funds Sought by NIRCC*

The Northeastern Indiana Regional Coordinating Council is working to secure funding for three safety improvement projects. The projects were identified by the City of Fort Wayne in anticipation of utilizing Highway Safety Improvement Program (HSIP) funds. Project applications were forwarded by the Northeastern Indiana Regional Coordinating Council to the Indiana Department of Transportation in February 2010 for review. The Highway Safety Advisory Committee will review all three applications to determine eligibility. The

**(Continued on Pg. 3)**

## Transportation Updates

### Wells County Rural Transportation Plan Update

The Northeastern Indiana Regional Coordinating Council (NIRCC) in conjunction with local elected officials and INDOT District representatives is currently updating the Wells County Transportation Plan. The Transportation Plan was developed as part of the Small Urban and Rural Transporta-

tion Planning Program and approved in 2004. NIRCC is reviewing the components and projects in the plan and evaluating them based on current comprehensive plans, travel patterns, and planned developments. The plan will be

**(Continued on Pg. 2)**

**Clean Air Force is now on Facebook. Just search "Clean Air Force", become a friend, and pass on the word!**



## Transportation Projects Planned and Under Construction (Website Tool)

Do you find yourself wondering what kind of projects are underway in the Fort Wayne, New Haven, and Allen County area? Is there a road project, intersection project, or trail project you want to know more about? If so, go to NIRCC's website and check out our new feature for keeping you up-to-date with the latest project information.

The Northeastern Indiana Regional Coordinating Council's (NIRCC) website can be found at [www.nircc.com](http://www.nircc.com). One of the many features on the website is a listing of all the current transportation

**(Continued on Pg. 6)**

Check out NIRCC's website! Click here.

**Northeastern Indiana Regional Coordinating Council**

**Norman Yoder**  
*Chairperson,*  
*City of Auburn*  
*DeKalb County*

**J. Phillip Burt**  
*Vice Chairperson,*  
*Allen County*

**Donald Grogg**  
*Dekalb County*

**Gene Donaghy**  
*Governor's*  
*Appointee*

**Tom Henry**  
*City of Fort Wayne*  
*Allen County*

**Alan Middleton**  
*DeKalb County*

**Kevin Woodward**  
*Wells County*

**Robert Armstrong**  
*Allen County*

**Ted Ellis**  
*City of Bluffton*  
*Wells County*

**Terry McDonald**  
*Allen County*

**William Hartman**  
*Allen County*

## In This Issue

Safety News.....	pg 1,3,4
Transportation Updates..	pg 1,2,3
Projects Web Tool.....	pg 1,6,7
Transit News.....	pg 4,5,8

**Urban Transportation  
Advisory Board**

**Dave Ross**  
*Chairperson  
FW City Engineer*

**Mayor Terry McDonald**  
*Vice Chairperson,  
New Haven  
Representative*

**Bob Kennedy**  
*Board of Public Works*

**Ken Housden**  
*Fort Wayne Public  
Transportation Corp.  
(Citilink)*

**Linda Bloom**  
*Allen County  
Commissioner*

**Pam Holocher**  
*Fort Wayne  
Representative*

**John Leckie**  
*INDOT*

**Robert Armstrong**  
*Allen County Council*

**Susan Hoot**  
*Allen County  
Planning Commission  
Representative*

**Bruce Boxberger**  
*Fort Wayne Planning  
Commission*

**Tory Richardson**  
*Fort Wayne/Allen County  
Airport Authority*

**William Hartman**  
*Allen County  
Highway Director*

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

**Joyce Newland**  
*Federal Highway  
Administration  
(Non-voting members)*

# Transportation Times

Spring 2010

## Transportation Updates Continued...

printed and provided to local elected officials for implementation once it is complete.

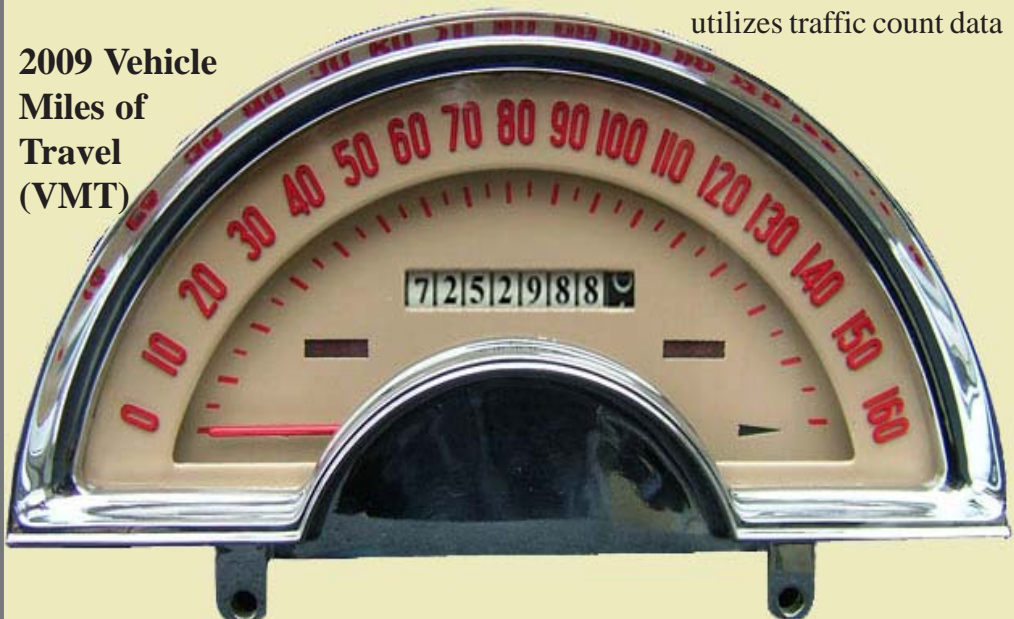


### Crash Data Analyses

NIRCC has completed downloading 2009 crash records from the State Police/INDOT AIRIES database for Allen, DeKalb, and Wells Counties. The crash locations have been reviewed for quality assurance and corrected or modified for accuracy. The locations have been geo-coded for special analysis utilizing GIS tools. Hazardous locations will be evaluated based on frequency, rate and injury/fatal crash statistics. These activities will support the regional safety program and assist in the development of safety projects. Last year there were over 11,000 accidents reported in Allen County, about 1300 accidents reported in DeKalb County, and about 600 accidents reported in Wells County.



## 2009 Vehicle Miles of Travel (VMT)



### Corridor Protection Plans

NIRCC is currently working on two Corridor Protection Plans. These include Bluffton Road from Airport Expressway to I 469 and Diebold Road from Clinton Street to Union Chapel Road. Corridor Protection Plans are used to 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 these plans aid local officials, planners, and developers in planning future developments and help protect the integrity of corridors from unfavorable access conflicts.



### 2009 Vehicle Miles of Travel (VMT) and Traffic Count Program

NIRCC has completed the Vehicle Miles of Travel (VMT) report for 2009. In 2009 there was 7,252,988 vehicle miles. This is 1.14% lower than in 2008 (7,336,516 vehicles).

To calculate VMT statistics NIRCC utilizes traffic count data

collected throughout the year. In 2009, over 700 locations were counted throughout Allen County. The majority of these count locations were used for calculating VMT estimates. NIRCC also collects count data for other counties. In 2009 NIRCC counted about 200 locations in Dekalb County. NIRCC has already begun the 2010 traffic counting program for Allen County and Wells County.



### Pedestrian Safety Action Plan

NIRCC is currently working on a draft version of the Pedestrian Safety Action Plan for Allen County. The purpose of creating a Pedestrian Safety Action Plan (PSAP) for Allen County is to create a plan that will be implemented throughout the transportation planning process and beyond for purposes of producing realized pedestrian safety improvements that are tailored to specific problems in our area. The plan's goal is specifically to reduce the frequency and severity of pedestrian crashes, fatalities, and injuries for all users by establishing a framework to identify practical and achievable strategies to improve pedestrian safety, prioritize improvements, and provide a means of development and implementation.

3. Replacement of all Pedestrian Countdown Indicators within the Central Business District (New indicators will provide countdown information to inform pedestrians of the amount of time remaining to safely cross an intersection)



### Roadway Safety Audit: *Lake Avenue Roadway Diet*

The Northeastern Indiana Regional Coordinating Council completed a Roadway Safety Audit (RSA) in January of 2010 for the Lake Avenue project. The RSA was conducted on behalf of the City of Fort Wayne for an identified roadway diet project on Lake Avenue. Officials with the City of Fort Wayne felt this project met the intent of the criteria established by the Federal Highway Administration for utilization of Highway Safety Improvement Program (HSIP) funds. Staff conducted a preliminary review of the project proposal and crash data and agreed that the project appeared to be an ideal HSIP project.

Typically a “roadway diet” is a project that reduces a four lane roadway to a two lane roadway with a continuous center left turn lane. Under most traffic conditions, when traffic is less than 20,000 vehicles per day, roadway diets have minimal to no affect on vehicle capacity. Roadway diets usually create safer environments for vehicles and pedestrians. By creating a lane dedicated for left turning vehicles, drivers have fewer interactions with stopped traffic for turning movements and vehicle lane changes. This reduces the number and severity of vehicle-to-vehicle crashes. Also, pedestrians can benefit from having fewer lanes of traffic to cross. In the case of Lake Avenue, existing travel lanes and turning movements have created a potentially unsafe environment. A roadway diet would increase lane width to safer roadway standards and reduce conflict with stopped traffic and swerving vehicles due to left hand turning movements.

### *Safety News Continued...*



City of Fort Wayne and the Northeastern Indiana Regional Coordinating Council anticipate a formal eligibility determination in June of 2010. If the projects are deemed eligible for funding the City of Fort Wayne will begin working on them in fiscal year 2011. The three projects submitted for eligibility include the following:

1. Lake Avenue from Anthony Boulevard to Stanley Avenue (Roadway Diet: see next section titled Roadway Safety Audit)
2. Replacement of all Pedestrian Crosswalk Pavement Markings within the Central Business District

In accordance with the guidance established for use of HSIP funding this project required the City of

### Safety News Continued...

Fort Wayne to conduct a Roadway Safety Audit (RSA) to ensure this project was eligible to receive safety funds. The Northeastern Indiana Regional Coordinating Council agreed to organize the RSA and also prepared the necessary data needed to conduct the audit. The information and data used for this process included traffic volume data, crash data, collision diagrams, field checklists, maps containing roadway characteristics, etc.

The Northeastern Indiana Regional Coordinating Council contacted potential audit team members to request their participation in the review of the Lake Avenue Corridor. Each member was identified based on their profession, independence of the project, and expressed interest in conducting a RSA. Members selected to perform the audit included professionals from City of Auburn Engineering, local traffic engineering consultant, Indiana Department of Transportation Engineering, Rural Planning Organization, and Fort Wayne Police Department. Staff felt confident that the identified team would provide neutral input through a multi-disciplinary perspective of transportation and safety experts.

Each member was given an overview of the process that would be followed, provided with data for preliminary review, and an agenda for the RSA. All identified team members were unaware of improvements being considered by the City of Fort Wayne prior and during the review period. Traffic data and crash data was sent to the five team members one week prior to the date of the RSA. The team members were asked to review the data in order to become familiar with the roadway's operation and crash experience prior to the preliminary meeting. At the preliminary meeting staff addressed any questions that team members had prior to proceeding to the field review.

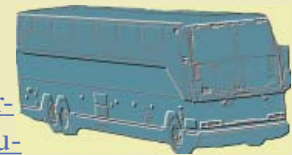
Staff accompanied the team during the field review portion of the audit to ensure the process was followed and all needed information was gathered. Members reviewed various issues ensuring all items listed on the pre-identified checklist were complete. The team then returned to the City-

County building to prepare a conclusion that would identify short term and long term recommended improvements. Upon completion of the conclusions, officials from the City of Fort Wayne joined the Northeastern Indiana Regional Coordinating Council and audit team. At this time the audit team provided Fort Wayne officials with their data including; positive features, identified deficiencies, conclusions, and short term/long term improvement proposals.

The results from the RSA team were that a roadway diet was the best short term solution. The team also identified a roadway reconstruction as a long term improvement if warranted based on capacity. This conclusion was the pre-identified improvement suggested to the Northeastern Indiana Regional Coordinating Council by the City of Fort Wayne.

The Northeastern Indiana Regional Coordinating Council anticipates eligibility of this project by the Highway Safety Advisory Committee in June of 2010. If approved, the project will be incorporated in the Transportation Improvement Program in FY 2011. The Northeastern Indiana Regional Coordinating Council looks forward to performing additional RSA's in the future to continue improving the safety of the roadways in Northeastern Indiana.

### Transit News



NIRCC completed the [Coordinated Public Transit-Human Services Transportation Plan](#) for Allen County in May 2007 to satisfy requirements from the 2005 SAFETEA-LU legislation. SAFETEA-LU required local areas to develop a coordinated public transit-human services transportation plan for all Federal Transit Administration (FTA) human service transportation programs that provide funding for transportation services. The programs included the 5310 Elderly Individuals with Disabilities Program, the Section 5316 Job Access and Reverse Commute (JARC) Program and the Section 5317 New Freedom Program. All projects

selected for funding from these FTA programs must be derived from this coordinated plan and be competitively selected.

The plan stated that projects must meet at least one of the strategies identified for each program to address the identified transportation needs and gaps within Allen County. The strategies are listed below.

***Section 5310 Elderly and Individuals with Disabilities Program Strategies:***

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

***Section 5316 Job Access Reverse Commute Program Strategies:***

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

***Section 5317 New Freedom Program Strategies:***

1. Provide transportation above and beyond existing complimentary paratransit service
2. Provide transportation outside current service areas

3. Provide transportation within and outside current service schedules

The section 5310 program is administered by INDOT and already has an established competitive selection process. The local Transportation Advisory Committee (TAC) prioritizes local 5310 requests and submits a joint application on behalf of all applicants in Allen County to INDOT every March with award announcements every May. Over the past four years, fourteen (14) of the sixteen (16) requested vehicles have been awarded to area agencies and funded with approximately \$490,000 in federal funds.

Funding for the section 5316 JARC and 5317 New Freedom programs is distributed to INDOT for rural areas and a designated recipient for urban areas. Citilink is the designated recipient for the Fort Wayne Urbanized Area. Citilink receives an allocation of 5316 JARC and 5317 New Freedom funds every year. However, a competitive selection process for the programs did not exist at the completion of the coordinated plan. As a result, NIRCC with the assistance of the Transit Planning Committee (TPC) developed a process and application package in 2007 for selecting projects for these programs.

It was determined that the applications would be accepted every two years with projects running for a 24 month period. The origin of service for the projects would also have to originate within the urbanized area. The completed package included a description of the two federal programs, requirements, amounts of available funding for each program, a timeline including deadlines, description of eligible recipients, description of eligible activities, local match requirements (at least 50% of total project cost), application forms, and the evaluation criteria.

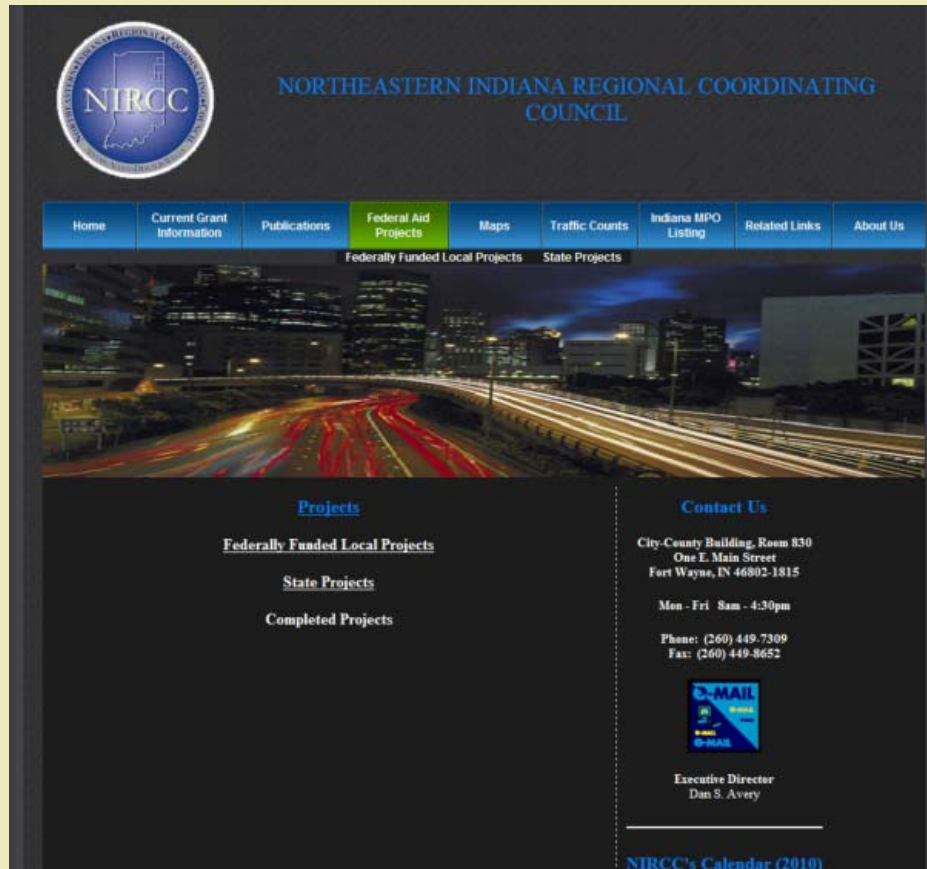
The initial funding cycle ran from January 1, 2008 through December 31, 2009. The second funding cycle began January 1, 2010 and will run through December 31, 2011. The application process and the award process takes place approximately six

**(Continued on Pg. 8)**

## Transportation Projects Web Tool Continued...

projects that are either in the Transportation Improvement Plan (TIP), under construction or are completed. This feature is located under the [Federal Aid Projects](#) tab along the top of the NIRCC website. The projects are divided into three categories; [Federally Funded Local Projects](#), [State Projects](#) and [Completed Projects](#).

After you have selected a category, then you can select a specific project. Currently listed on the website are 44 Federally Funded Local Projects, 11 State Projects and 1 Completed Project. The website is updated at least twice a year and more often if needed.



### Auburn Road: Cook Road to Clinton Street

(DES# 0710493 & 0100584)

**Project Description**

The intersection improvements on Auburn Road are from Clinton Street to just north of Cook Road. The improvements include turn lanes on all approaches, 5' sidewalk on west side of Auburn Road, 8' trail on east side of Auburn Road and south side of Cook Road, street lights, and a new signal at the intersection of Auburn Road and Cook Road.

The preliminary engineering began in 2009. Additional funding for preliminary engineering was added for 2010. Right of way acquisition is scheduled to begin in 2010. The construction phase of this project is scheduled to begin in 2011. This project is being funded through the Congestion Mitigation Air Quality (CMAQ) fund and Surface Transportation Program (STP).

The following is the cost breakdown for the Auburn Road intersection improvement project.

Project Phase	Estimated Cost	Year	Federal Share	State Share	Local Share
PE	\$5,000	2009	\$6,000	19,000	0
RW	\$50,000	2010	200,000	0	50,000
CC	\$,027,500	2011	0	\$,430,000	\$07,500
<b>Total</b>	<b>\$1,382,500</b>		<b>\$26,000</b>	<b>\$2,449,000</b>	<b>\$67,500</b>

The local agency responsible for this project is the City of Fort Wayne. You may contact the City of Fort Wayne at 427-2172. If you have any questions or comments.

last update: 4/7/2010

The map shows an aerial view of a residential and commercial area. Auburn Road runs diagonally from the bottom left towards the top right. Cook Road runs horizontally across the middle. The project area is highlighted with a red line and two red dots at the intersection of Auburn Road and Cook Road. Other streets visible include Clinton Street and Cook Rd.

Once you select a project it will open to a description page and an aerial of the project. The description page contains detailed information about the project. The example shown here is the Auburn Road project which includes the area from Cook Road to Clinton Street.

At the top of the description page the project name and designation number are listed. Below that is the project description. Projects that are just beginning with preliminary engineering may not have very much information detailing the project. As the project progresses, more information is added to the project description section.

The bottom half of the page has information detailing the funding,

## **Auburn Road:** Cook Road to Clinton Street

(DES# 0710495 & 0400581)

### **Project Description**

The intersection improvements on Auburn Road are from Clinton Street to just north of Cook Road. The improvements include turn lanes on all approaches, 5' sidewalk on west side of Auburn Road, 8' trail on east side of Auburn Road and south side of Cook Road, street lights, and a new signal at the intersection of Auburn Road and Cook Road.

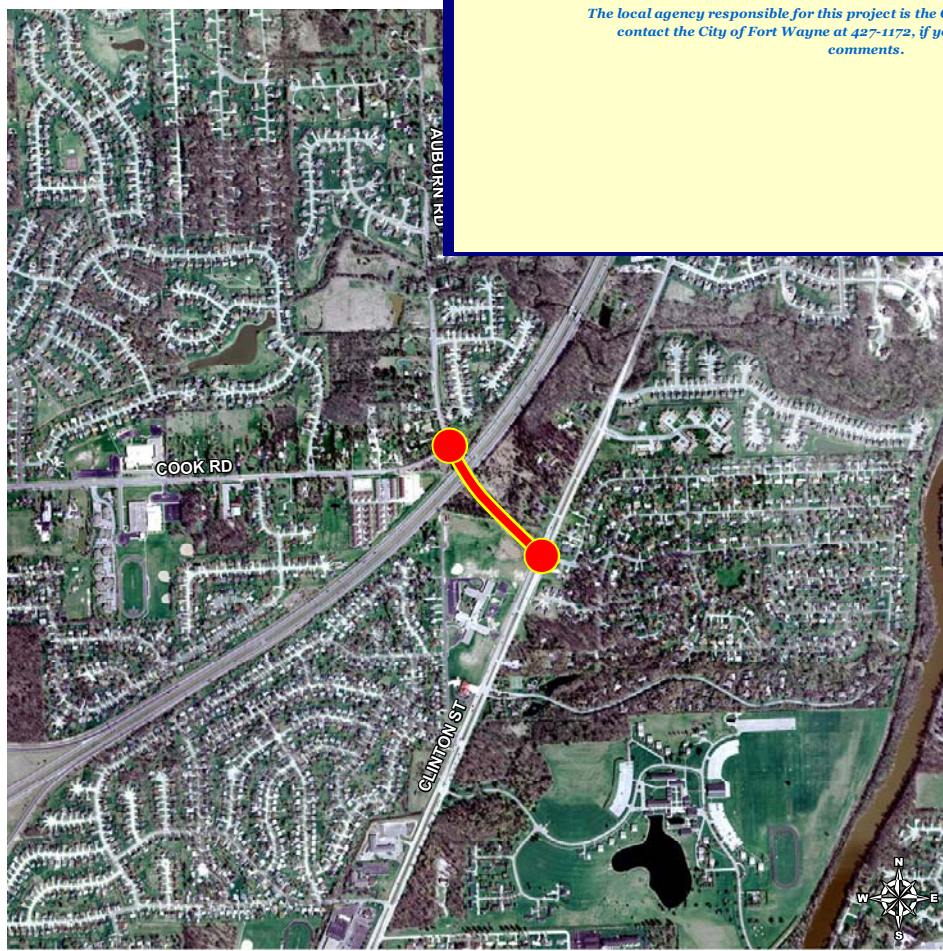
The preliminary engineering began in 2009. Additional funding for preliminary engineering was added for 2010. Right of way acquisition is scheduled to begin in 2010. The construction phase of this project is scheduled to begin in 2011. This project is being funded through the Congestion Mitigation Air Quality (CMAQ) fund and Surface Transportation Program (STP).

The following is the cost breakdown for the Auburn Road intersection improvement project.

Project Phase	Estimated Cost	Year	Federal Share	State Share	Local Share
PE	95,000	2010	76,000	19,000	0
RW	250,000	2010	200,000	0	50,000
CN	3,037,500	2011	0	2,430,000	607,500
<b>Total</b>	<b>\$3,382,500</b>		<b>\$276,000</b>	<b>\$2,449,000</b>	<b>\$657,500</b>

The local agency responsible for this project is the City of Fort Wayne. You may contact the City of Fort Wayne at 427-1172, if you have any questions or comments.

last update: 1/7/2010



costs and schedule of the project. As the project progresses this information may change. You can also find information on the Local Planning Agency (LPA) that is responsible for the local funding portion of the project. In the bottom right hand corner of the page a date indicates when the last update occurred.

## NIRCC

830 City-County Building  
One East Main Street  
Fort Wayne, Indiana 46802-1815

Telephone: (260) 449-7309  
Fax: (260) 449-8652

---

### ***Transit News Continued...***

months prior to the beginning of the funding cycle. The application process for the next funding cycle will begin in July 2011.

Since beginning the process in 2007, Citilink and the Community Transportation Network (CTN) have been awarded 5316 JARC and 5317 New Freedom program funding. Citilink was awarded \$222,219 from the JARC program for the initial funding cycle and \$268,542 for the second funding cycle. Citilink's project has and continues to utilize the funding to increase service frequency on selected routes with access to employment and related activities, provide targeted information and training about new and existing public transit service, and by coordinating with existing transportation services and employers to maximize efficiency and effectiveness of existing services and improve job related mobility. CTN was awarded \$133,341 from the New Freedom program for the initial funding cycle and \$158,697 for the second funding cycle. CTN's project has and continues to utilize the funding to provide new trips not provided prior to beginning the project, accomplished by utilizing their entire fleet and increasing service hours.



*You can find the “[Coordinated Public Transit-Human Services Transportation Plan for Allen County](#)” on our website. Just go to [www.nircc.com](http://www.nircc.com), click on the “Publications” tab, then click “Transit Planning”. You can also find the “[Transportation Resource Guide](#)” on our website which provides information on transportation services provided in the Fort Wayne, New Haven, and Allen County Area.*