Transportation Summary Report

NIRCC

Fiscal Year 2024

Produced by the
Northeastern Indiana Regional Coordinating Council

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INTRODUCTION

The Northeastern Indiana Regional Coordinating Council (NIRCC) is designated as the metropolitan planning organization (MPO) responsible for conducting transportation planning in the Fort Wayne-New Haven-Allen County Metropolitan Planning Area. Working with other public and private agencies, NIRCC strives to implement a transportation system that assures healthy growth and orderly development in the region. One of the main goals of NIRCC is working to develop a well-coordinated, multimodal, and functional transportation system to satisfy existing and future travel demands.

NIRCC and its staff work to provide a complete transportation system, one which will enhance the efficient movement of goods and people, while promoting greater safety and maintaining a conscious regard for the quality of life. For this goal to become a reality, constant monitoring of the existing system must occur. Staff is continually collecting data on the existing system to support the short-range planning process and to identify the challenges and opportunities of the future.

This Transportation Summary Report highlights and visually illustrates some of the transportation planning activities conducted and the products produced by NIRCC during Fiscal Year 2024. 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, vehicle miles of travel, intersection and arterial analyses, corridor studies, travel time and delay studies, the Fiscal Year 2024-2028 Transportation Improvement Program (TIP) Projects for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area, quarterly review, TITLE VI & ADA, 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

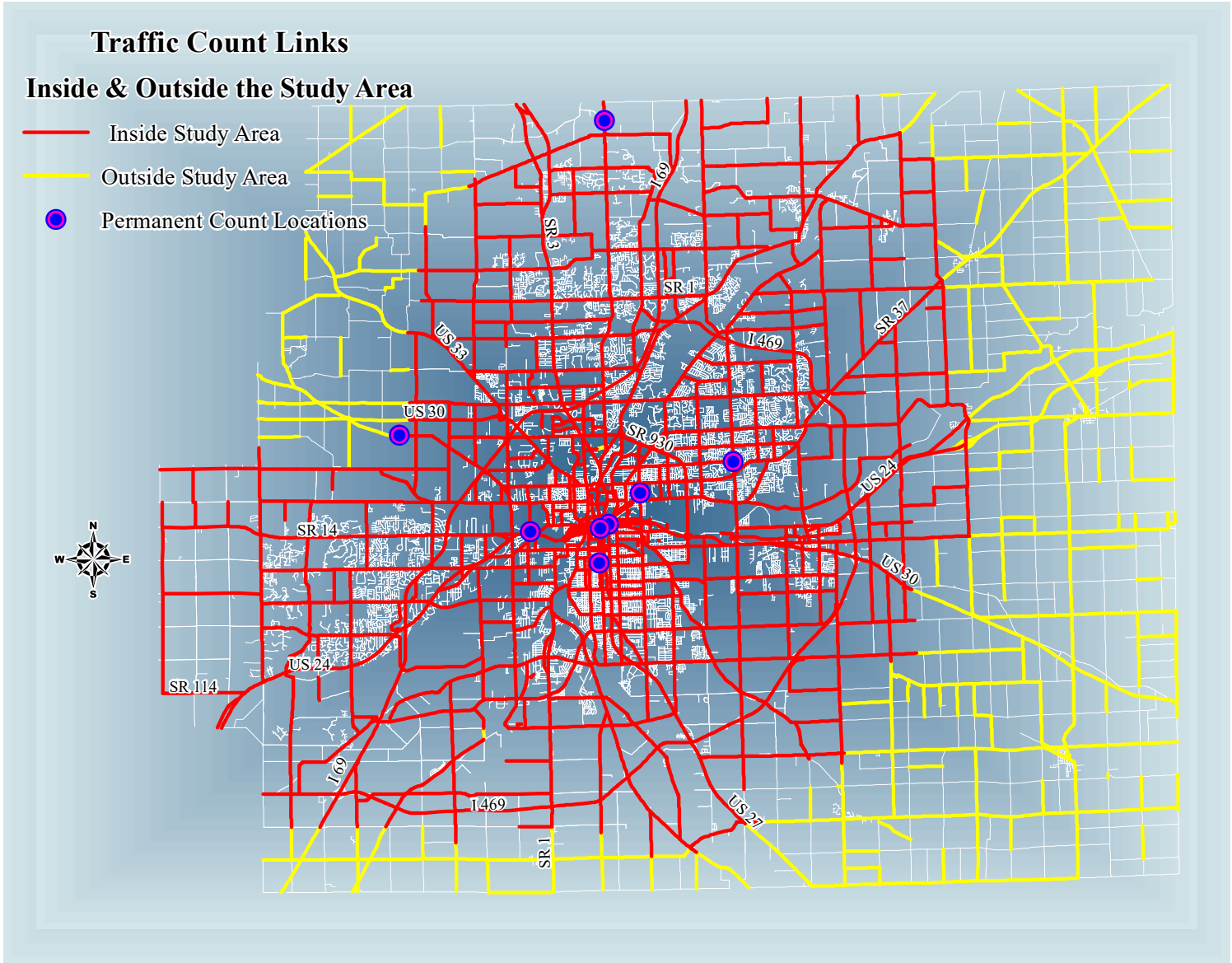
Transportation Summary Report Fiscal Year 2024

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

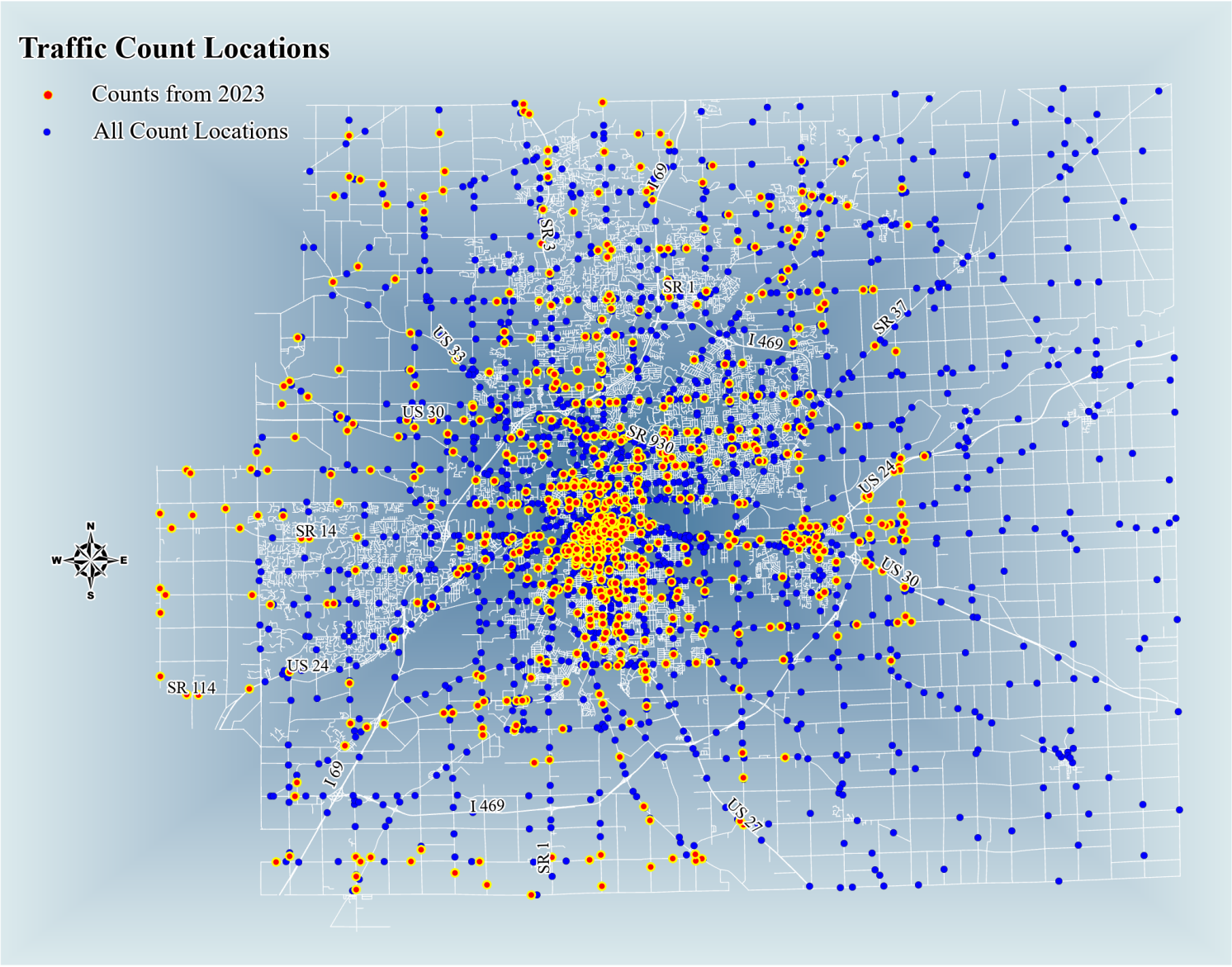


Figure 2

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 2023 (March to December), data was collected at 692 locations within the Metropolitan Planning Area (MPA), as illustrated in Figure 2. As part of the rural count

program for Allen County, NIRCC also completed an additional 47 counts outside the MPA. NIRCC completed 401 counts in DeKalb County; 249 counts as part of the rural program and 152 counts as part of the state count program. In Whitley County, NIRCC completed 94 counts as part of the state count program. In Huntington County, NIRCC completed 2 counts as part of the state count program. In Adams County, NIRCC completed 15 counts as part of the rural count program and 20 counts as part of the state 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.

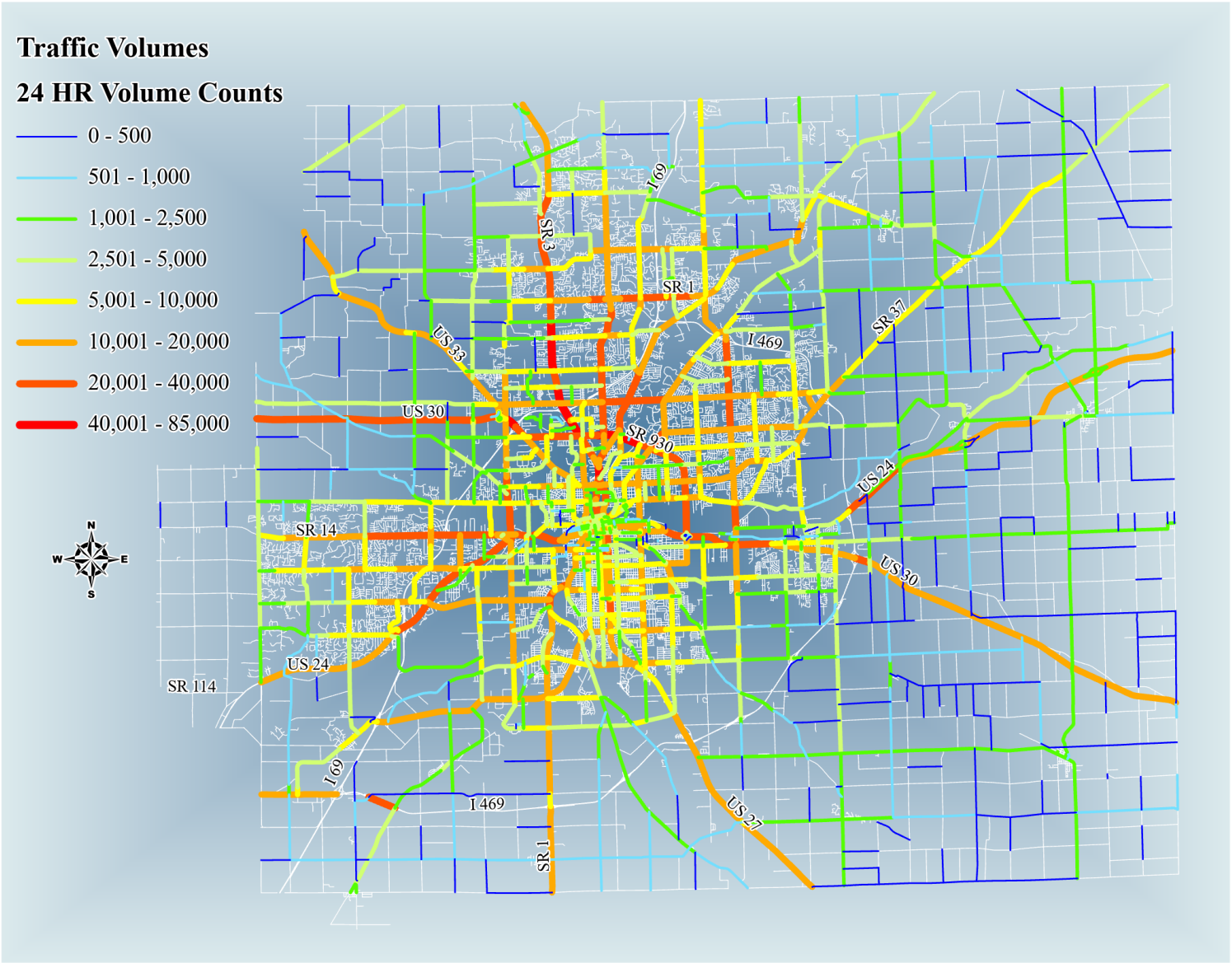


Figure 3

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 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

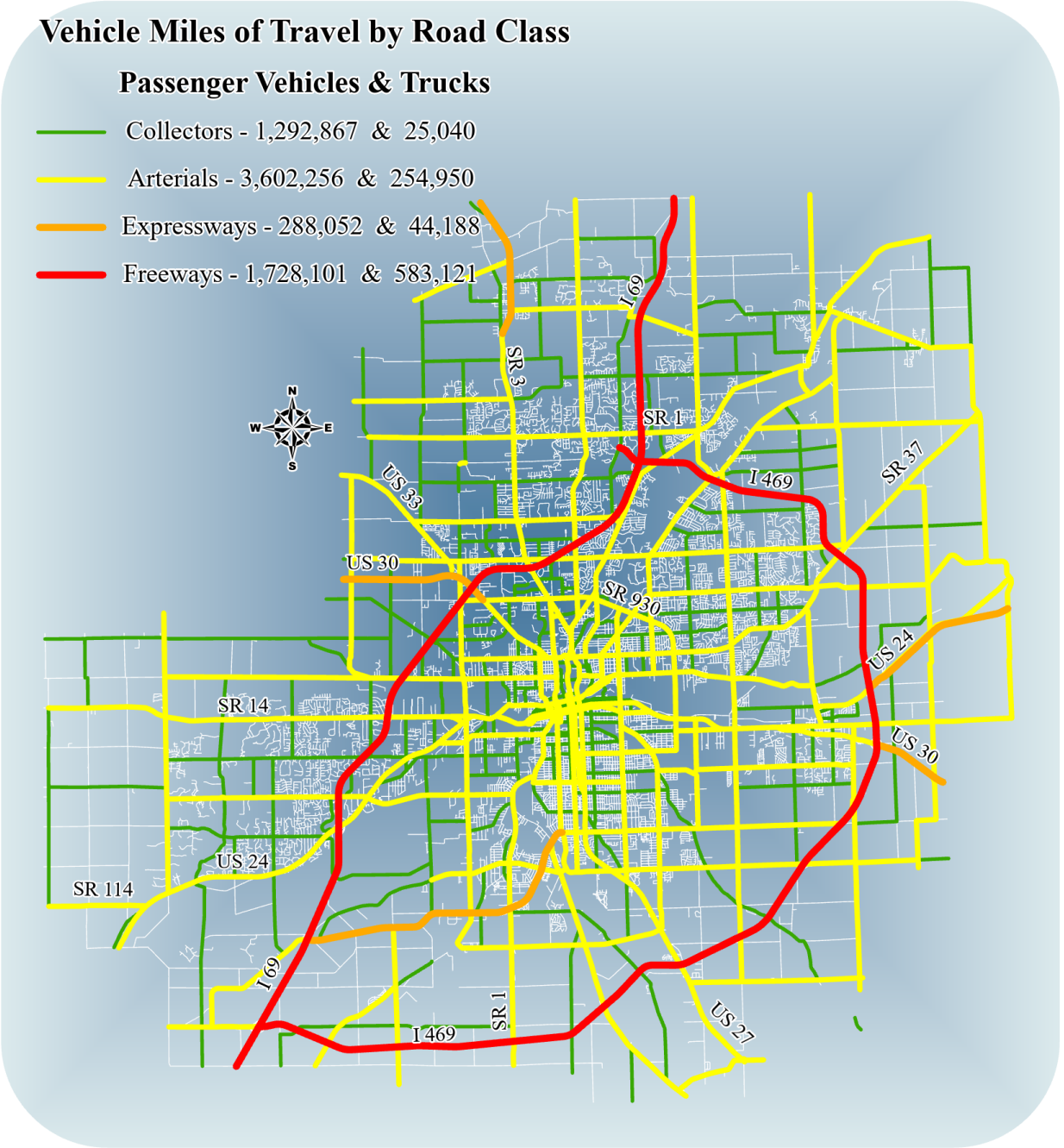
Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2024

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 regional beginning in Fiscal Year 1986. With each annual estimate, NIRCC staff has attempted to improve its sampling and analytical skills to product the most reliable estimate possible. Region wide, vehicle miles of travel increased from 7,5991,997 in 2022 to 7,818,576 in 2023. This represents an increase of 2.98 percent. The VMT increased on freeways (0.64%), on arterial streets (3.81%), on collector streets (4.92%) and on expressways (2.70%) over the previous year. The VMT is illustrated for 2023 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, weather, and most recently; the COVID Pandemic. Another factor could be due to reclassifying roadways based on usage type. This was the case for the large increase in Expressway miles for 2019 which was the first year US 24 E was classified as an Expressway.

The bar chart shown in Figure 5 displays the annual VMT estimates for the past 37 years spanning from 1986 to 2023 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 37 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, pandemics, 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

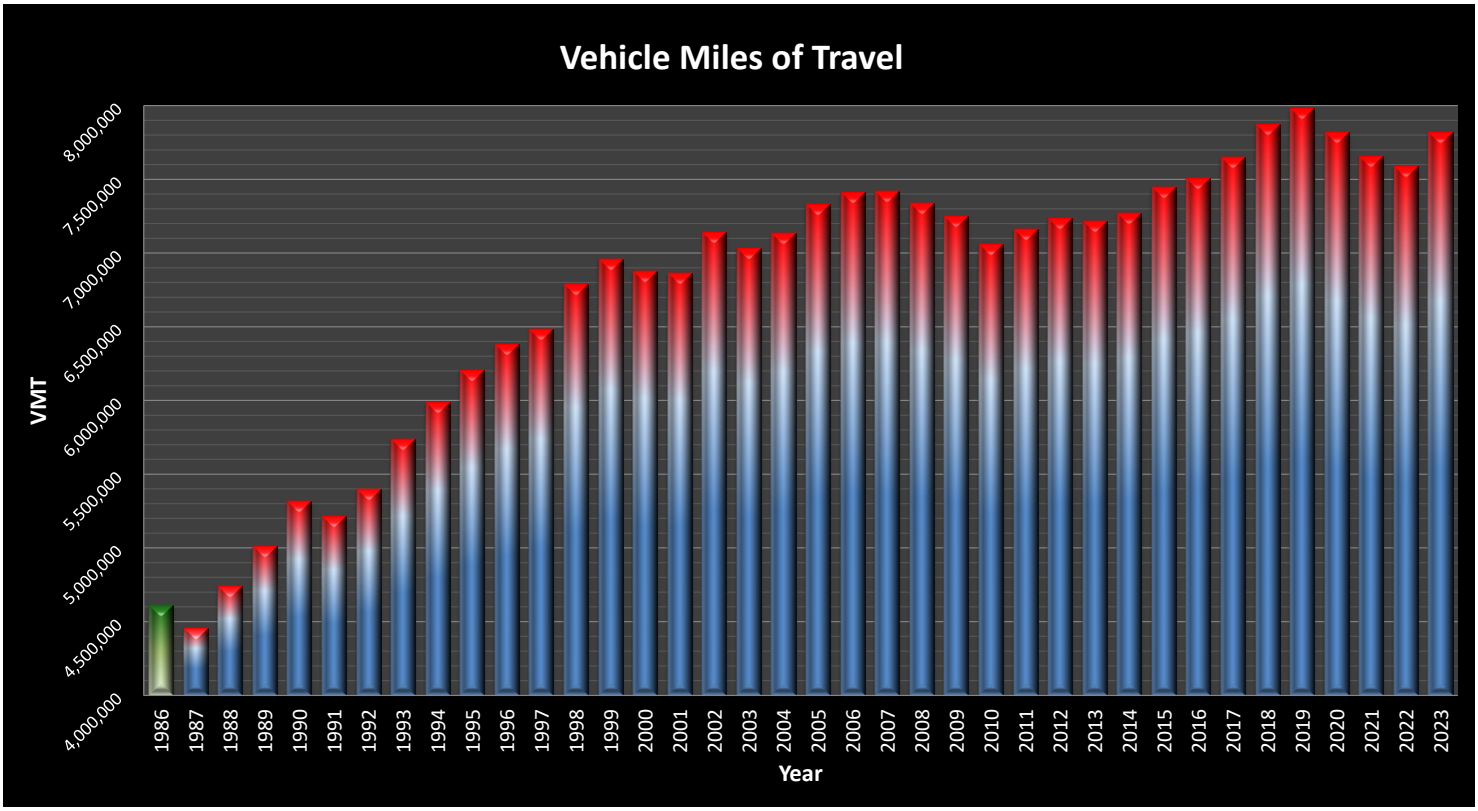
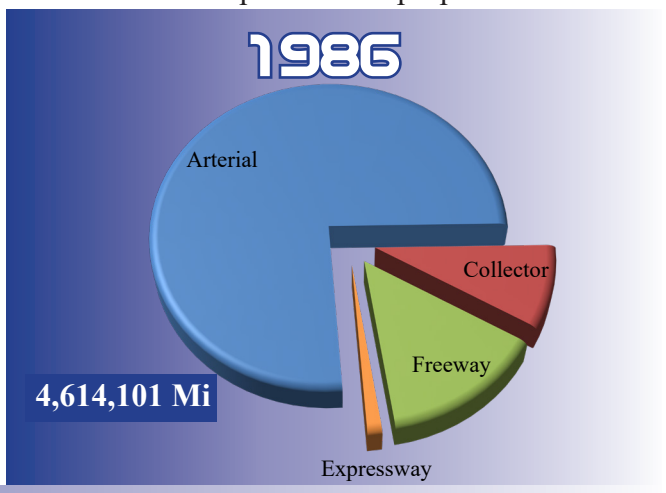
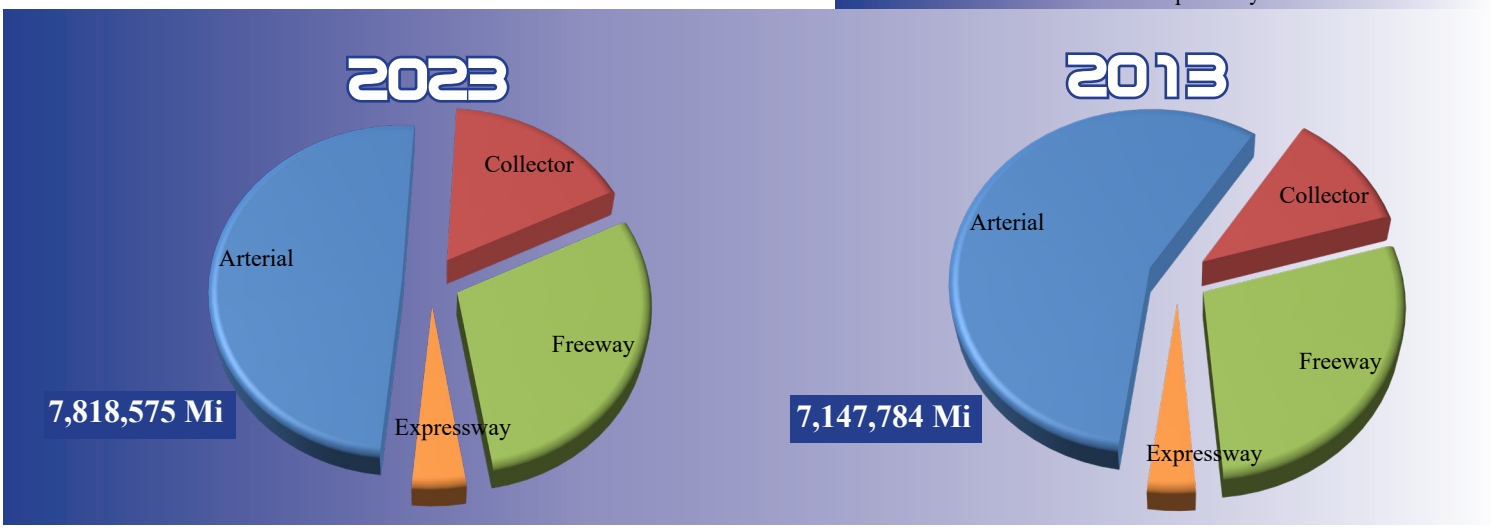


Figure 6 presents three pie charts that represent the proportions of VMT by street classification for the years 1986, 2013, and 2023. As you can see, the proportions of traffic in 1986 are different compared to the proportions of traffic in 2013 and 2023. Freeway traffic increased significantly while 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



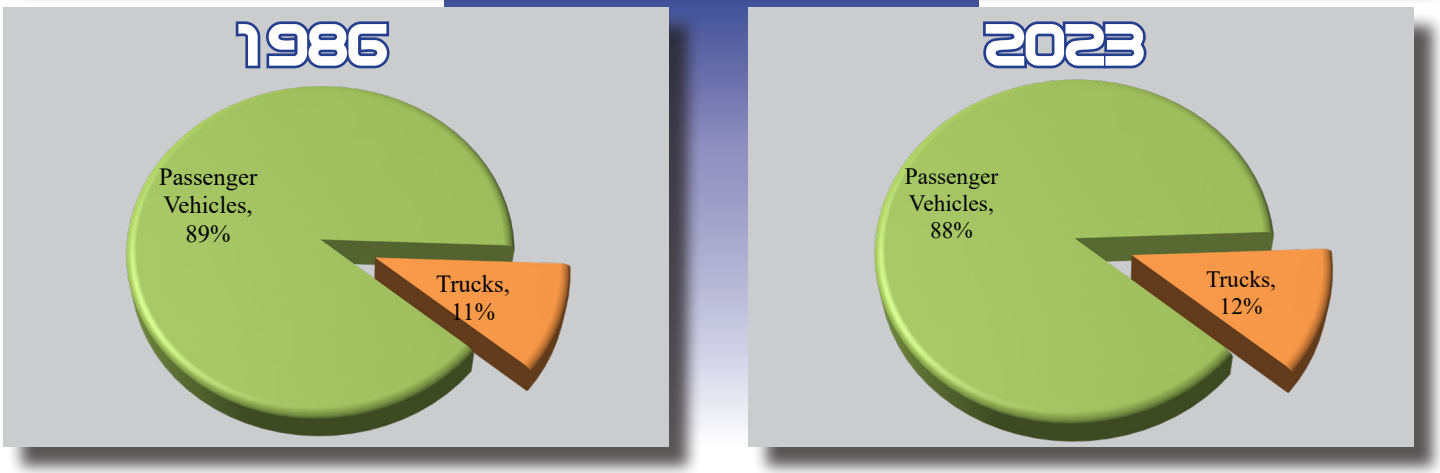


The VMT is also broken down to show the annual average VMT for passenger vehicles and trucks. The pie charts contained in Figure 7 illustrate the VMT for 1986 and 2023. The proportion of truck traffic compared to passenger vehicle traffic is almost identical in 1986 and 2023. A further breakdown of the proportionate usage of passenger vehicles versus trucks on the different road classifications shows some interesting differences between 1986 and 2023. 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 is 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 2023 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 2023. The utilization of the freeway system has alleviated a significant amount of truck traffic from the arterials.

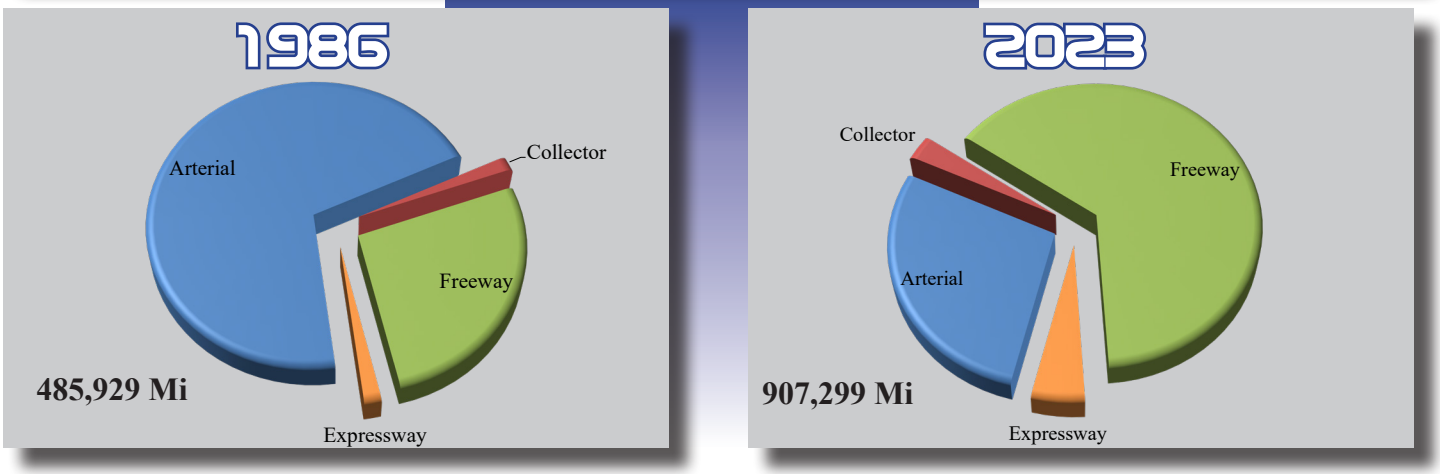
The pie charts contained in Figure 8 illustrate the proportion of passenger vehicle traffic versus truck traffic for each type of road classification. Even though the amounts of truck traffic and passenger vehicle traffic significantly changed

Figure 7

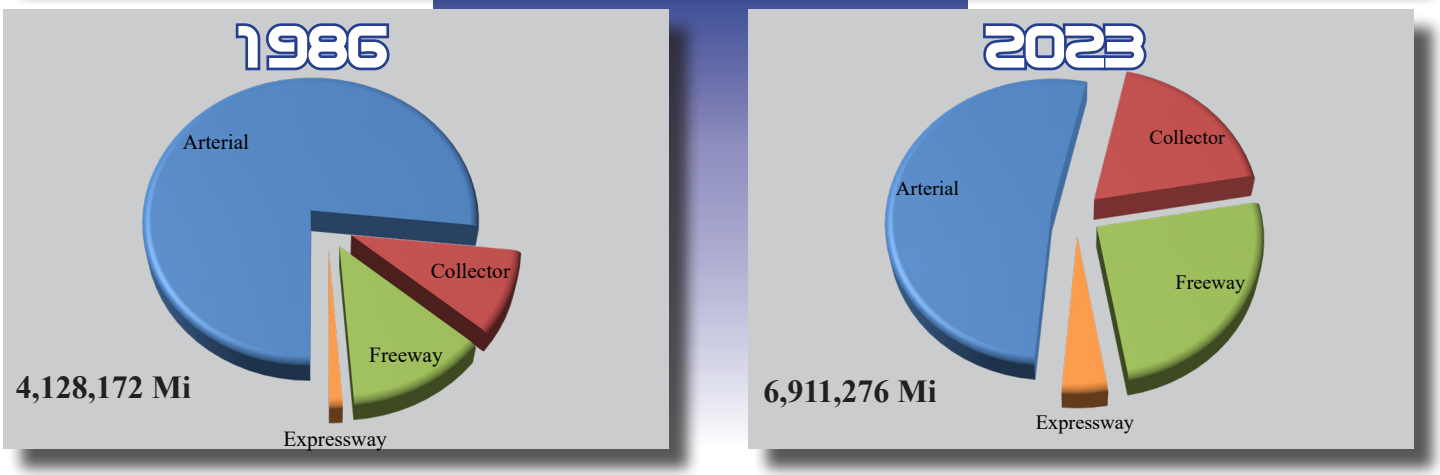
Annual Average Weekday VMT for Passenger Vehicles compared to Trucks



Annual Average Weekday VMT for Trucks



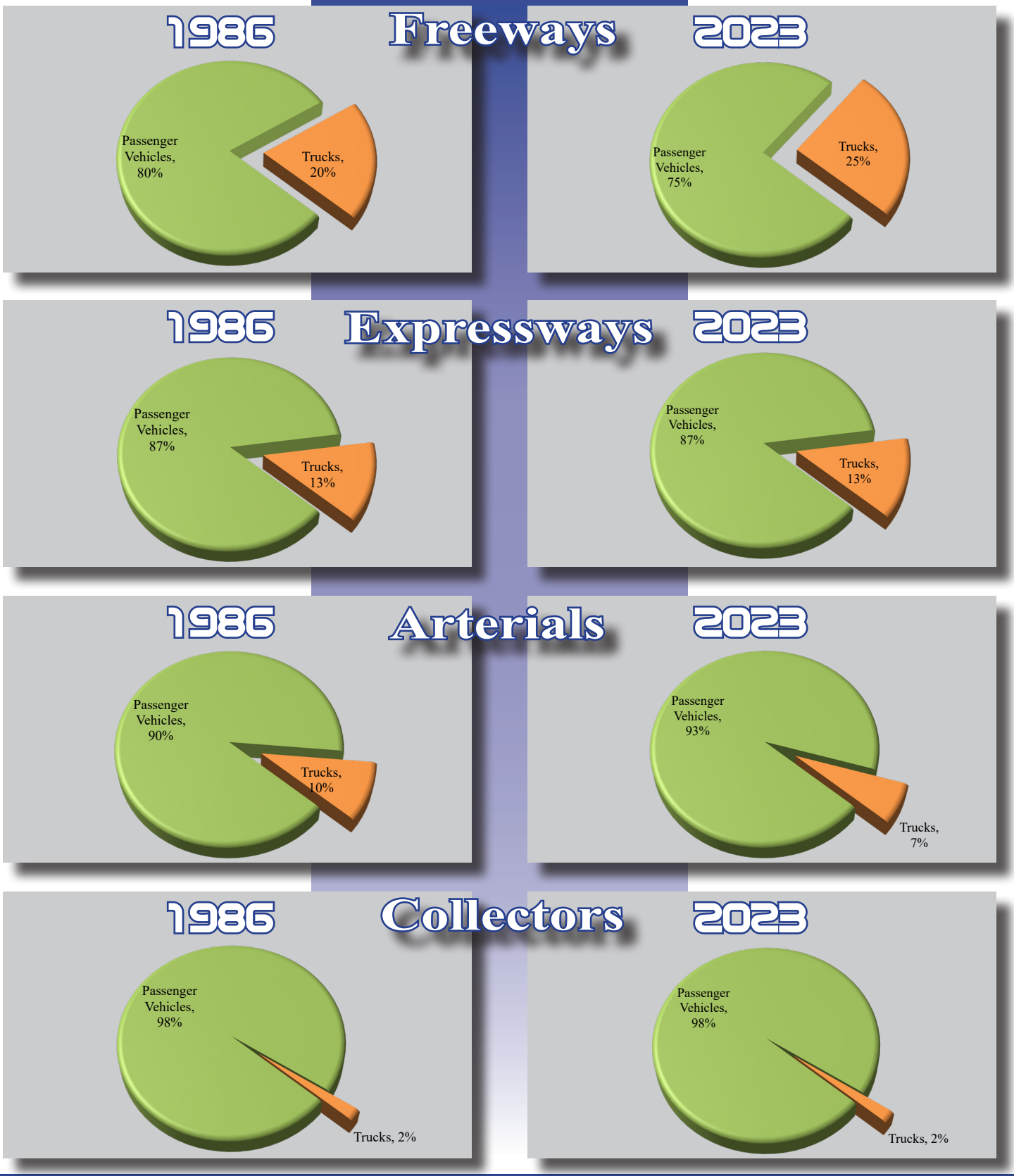
Annual Average Weekday VMT for Passenger Vehicles



for some of the road classifications, the proportions of passenger vehicles and trucks for each road classification remained very similar between 1986 and 2023.

Figure 8

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



Intersection and Arterial Analysis

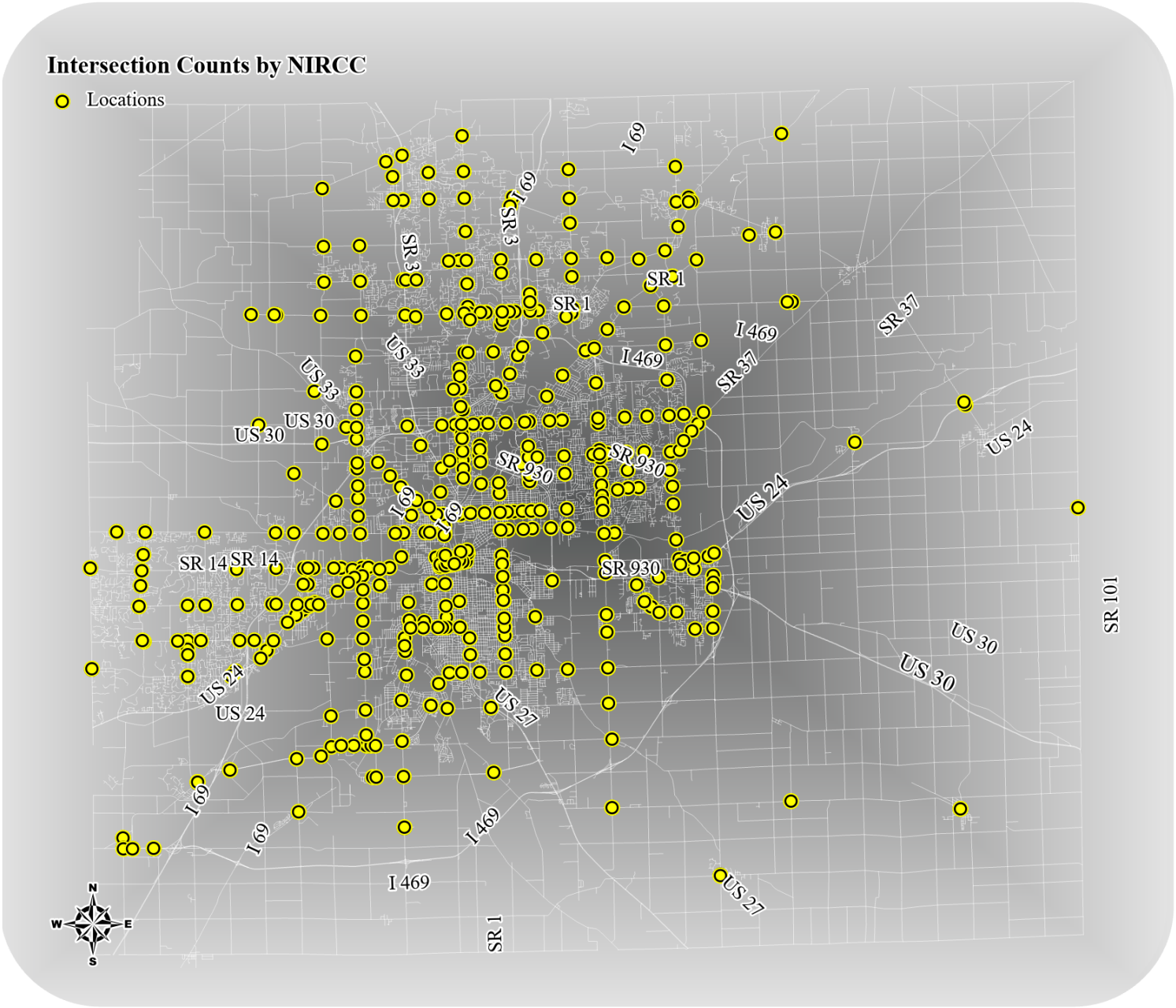
Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2024

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 2024, NIRCC evaluated 37 intersections which are listed in the table contained in Figure 10. Out of these 37 intersections, 12 were signalized and 25 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 2024 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 2024 are illustrated in Figure 15.

Figure 10

Signalized Intersections

- Anthony Blvd / Rudisill Blvd
- Bluffton Rd / Lwr Huntington Rd
- Clinton St / Auburn Rd
- Coliseum Blvd (SR 930) / Lake Ave
- Cook Rd / Cold Springs Blvd
- Lima Rd (SR 3) / Dupont Rd
- Maplecrest Rd / Moeller Rd
- Mayhew Rd / St Joe Rd
- Maplecrest Rd / St Joe Rd / Flutter Rd
- Spring St / Tyler Ave
- Wells St / Fourth St
- Wells St / Spring St

Unsignalized Intersections

- Airport Expressway / Baer Rd
- Airport Expressway / Smith Rd
- Amstutz Rd / Schlatter Rd
- Ardmore Ave / Gulfstream Dr
- Dupont Rd / Hand Rd / Fritz Rd
- Dupont Rd / Johnson Rd (east)
- Dupont Rd / Johnson Rd (west)
- Dupont Rd / Valentine Rd
- Ferguson Rd / 10th St
- Ferguson Rd / Airport Dr
- Lake Ave / Maysville Rd / North River Rd
- Linden Rd / Rose Ave
- Maplecrest Rd / Parrott Rd
- Maplecrest Rd / Seiler Rd
- Progress Rd / Value Dr
- Shoaff Rd / Old Lima Rd
- St Joe Rd / Eby Rd
- St Joe Rd / Notestine Rd
- St Joe Rd / Halter Rd
- St Joe Rd / Schwartz Rd
- Tonkel Rd / Hursh Rd
- Union Chapel Rd / Corbin Rd
- Union Chapel Rd / Maple Creek MS Entrance
- Washington Center Rd / O'Day Rd
- Wheelock Rd / St Joe Rd

Figure 11

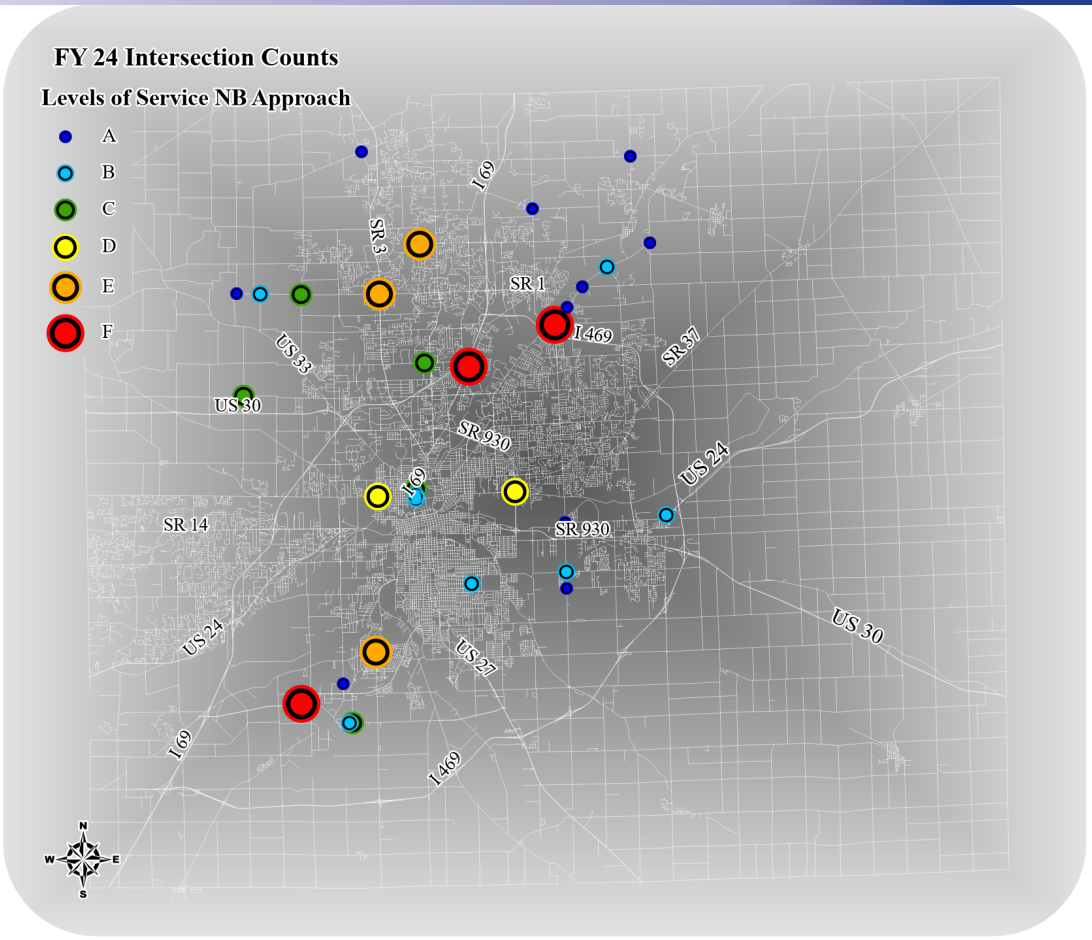
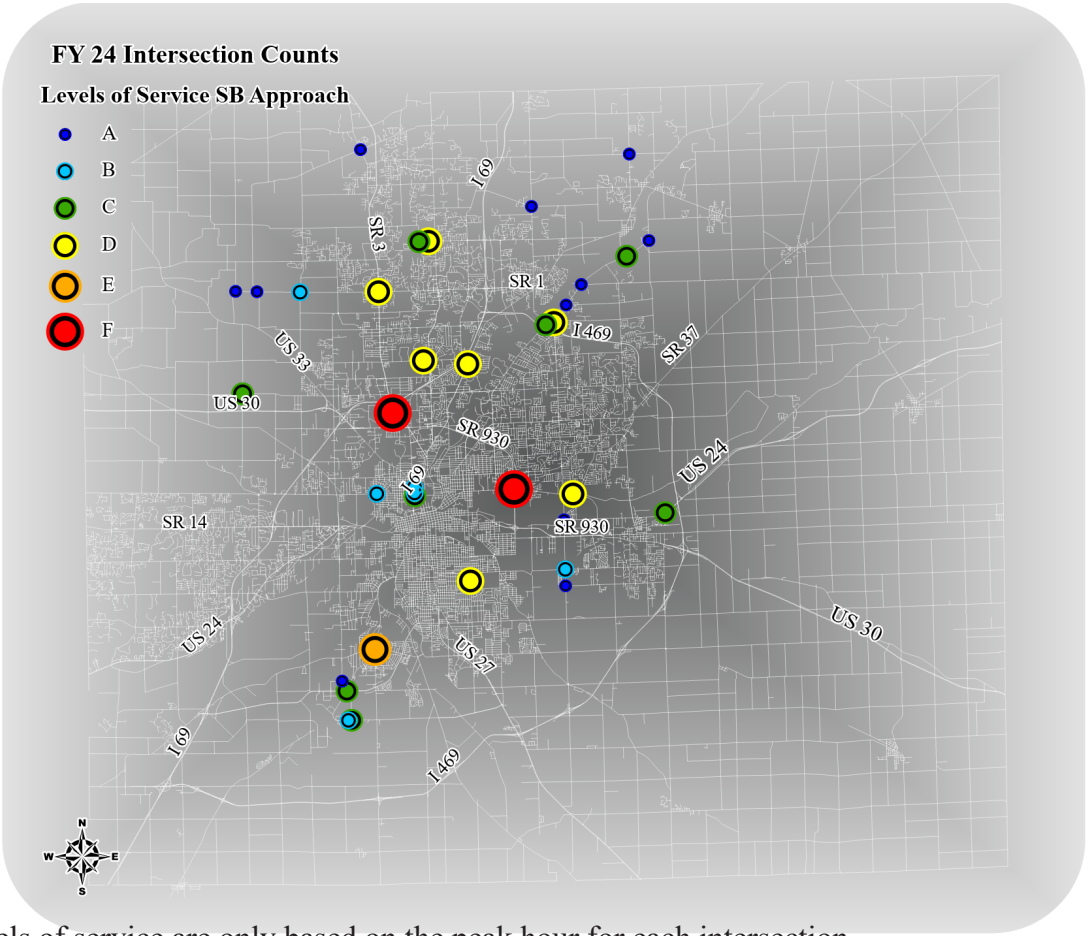


Figure 12



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

Figure 13

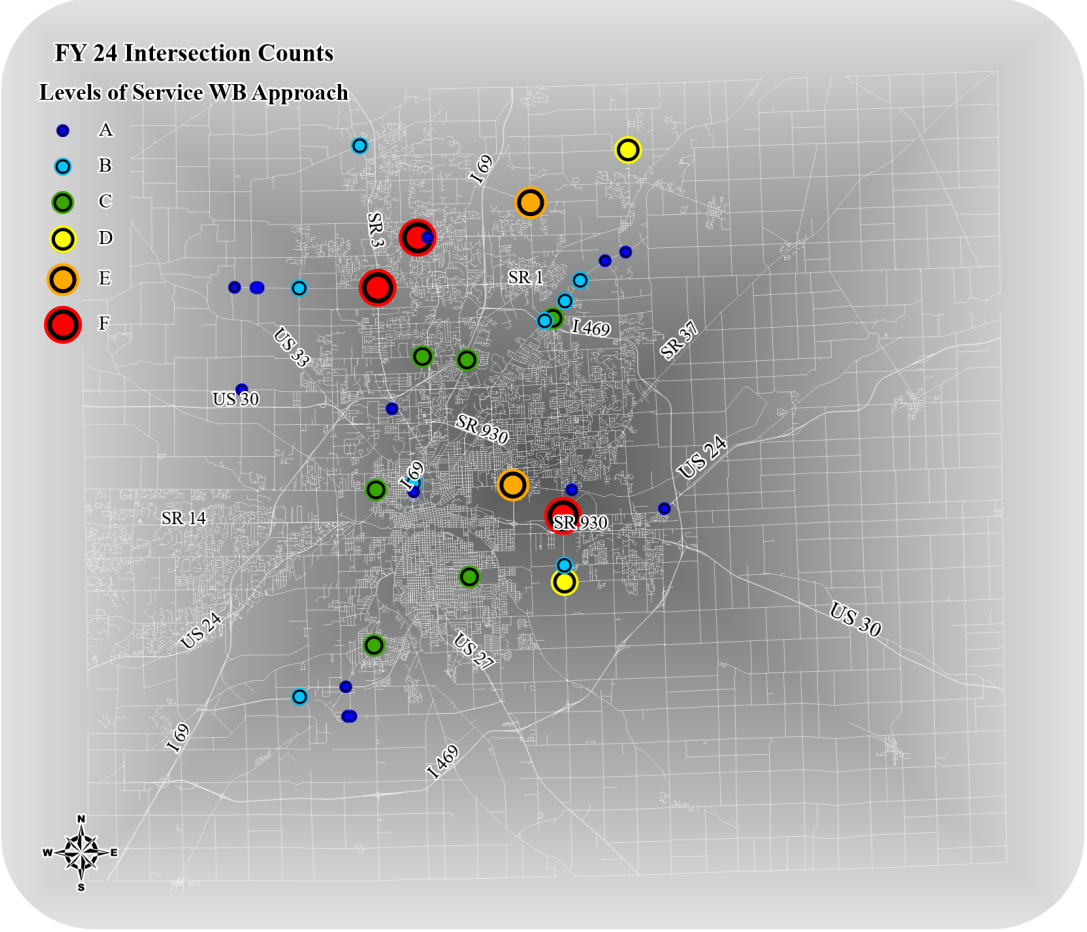
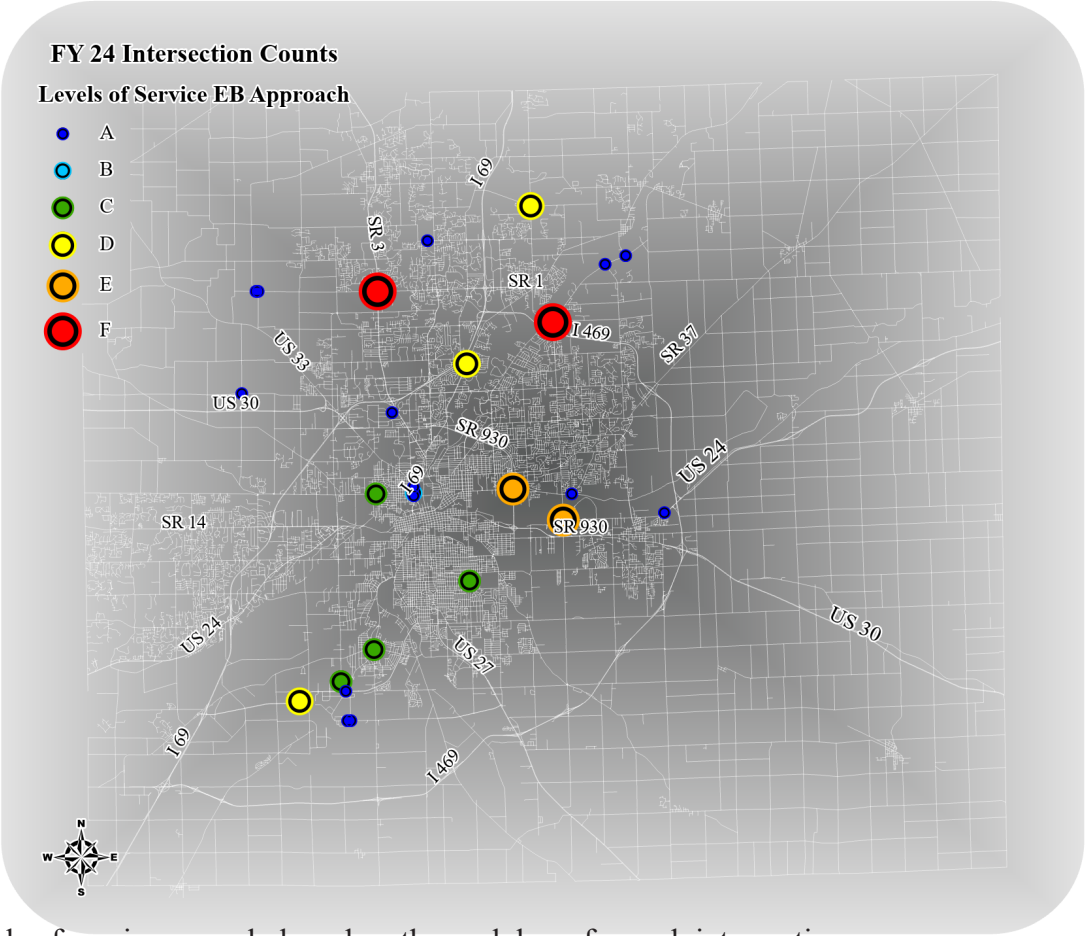
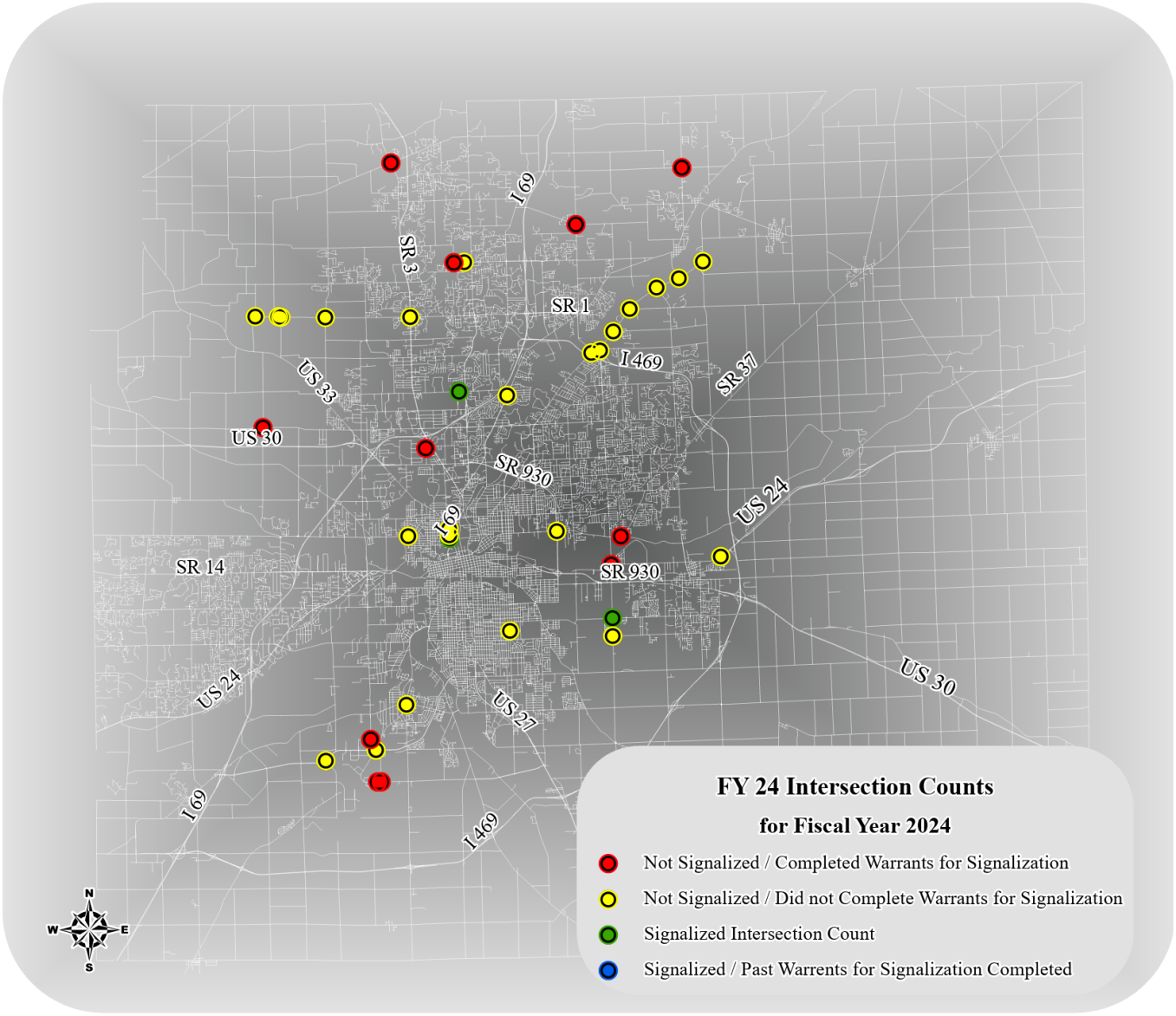


Figure 14



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

Figure 15


I 69
SR 3
SR 1
I 469
SR 37
US 33
US 30
SR 930
US 24
SR 14
SR 930
US 24
US 27
US 30
I 69
I 469
N
W
E
S
FY 24 Intersection Counts
for Fiscal Year 2024
Not Signalized / Completed Warrants for Signalization
Not Signalized / Did not Complete Warrants for Signalization
Signalized Intersection Count
Signalized / Past Warrents for Signalization Completed

Corridor Studies

Studies completed by the Northeastern Indiana Regional Coordinating Council

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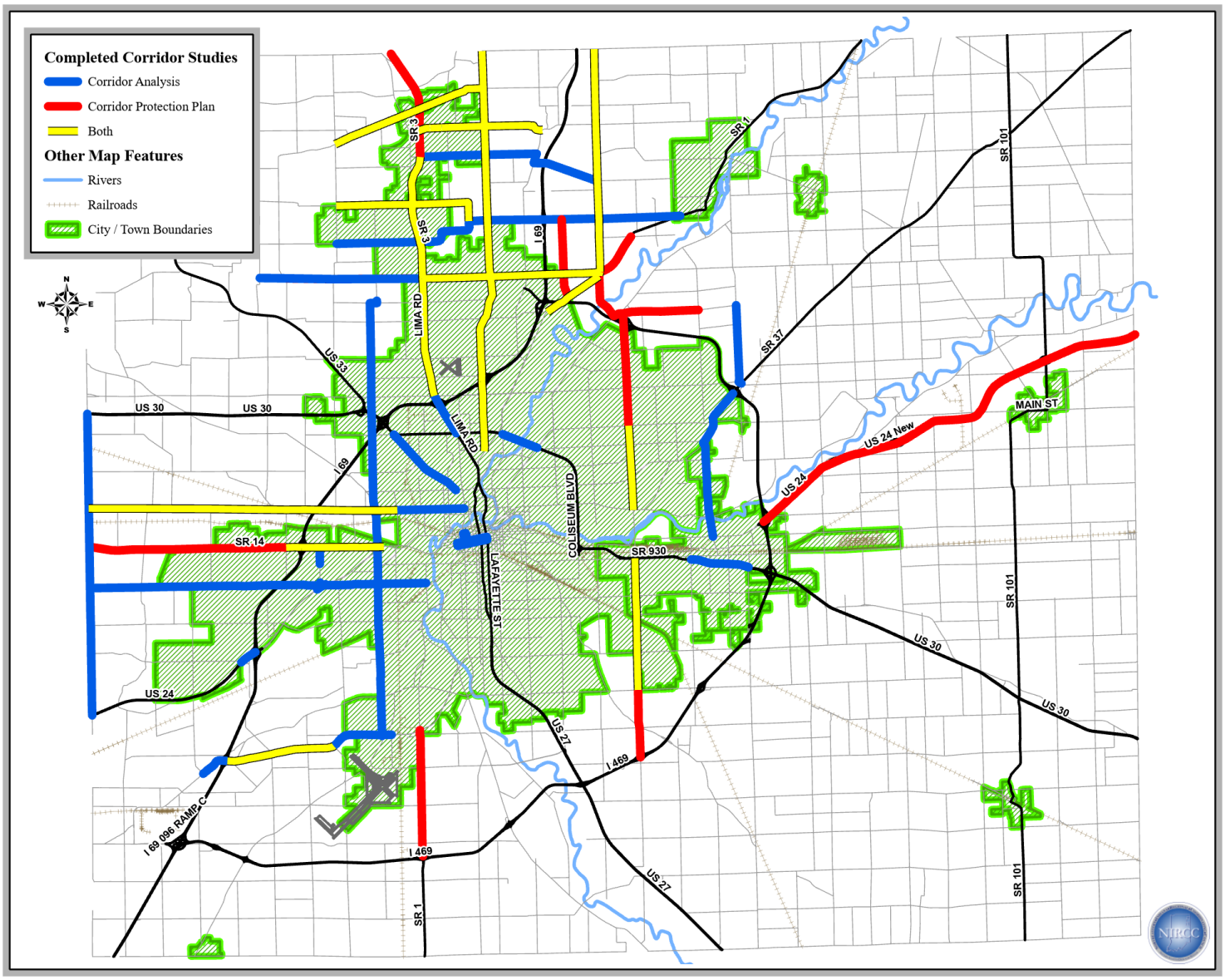
CORRIDOR STUDIES

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



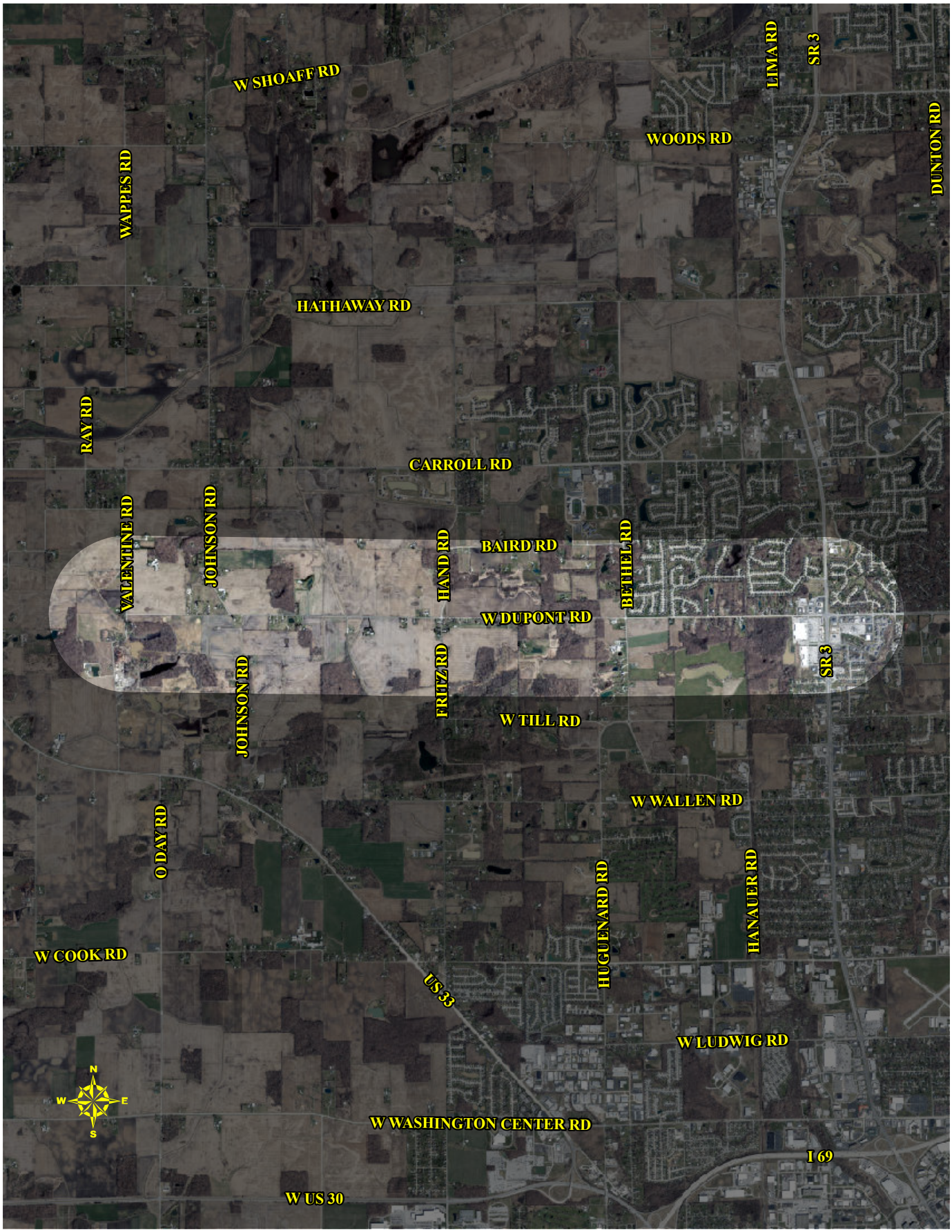
accommodate future traffic and relieve anticipated congestion problems along the corridor. Information provided by a corridor and impact analysis helps in developing a corridor protection plan that can be an efficient tool for mitigating potential congestion.

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 2024, NIRCC completed one corridor and impact analysis. NIRCC completed the Dupont Road corridor and impact analysis which was initiated by NIRCC in FY24 due to the developments within the area. The Dupont Road study focuses on the section from State Road 3 (Lima Road) to Valentine Road. This corridor and impact analysis study area can be seen in figure 17.

Figure 17


W SHOAFF RD
LIMA RD
SR 3
WOODS RD
DUNTON RD
WAPPES RD
HATHAWAY RD
RAY RD
CARROLL RD
VALENTINE RD
JOHNSON RD
HAND RD
BAIRD RD
BETHEL RD
W DUPONT RD
SR3
FRITZ RD
JOHNSON RD
W TILL RD
W WALLEN RD
O DAY RD
HUGUENARD RD
HANAUER RD
W COOK RD
US 33
W LUDWIG RD
N
W
E
S
W WASHINGTON CENTER RD
I 69
W US 30

Corridor and Impact Analysis Study
Dupont 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 Dupont Road study was initiated by NIRCC in FY 24 due to the potential developments along the corridor. The study of Dupont Road focused on the section from SR 3 (Lima Road) to Valentine Road (figure 18). The analysis for this 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 proposed future improvements.

Figure 18

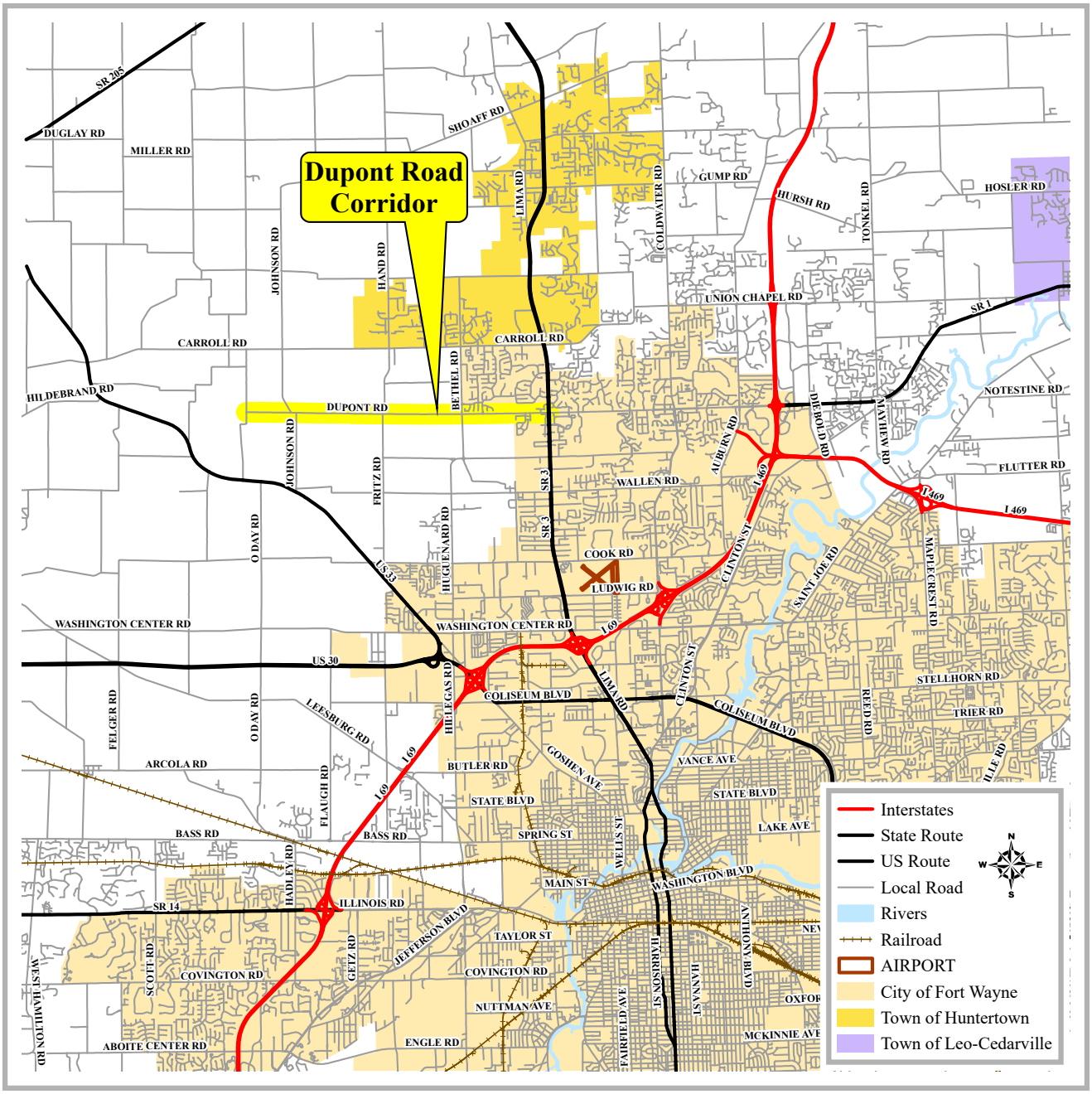
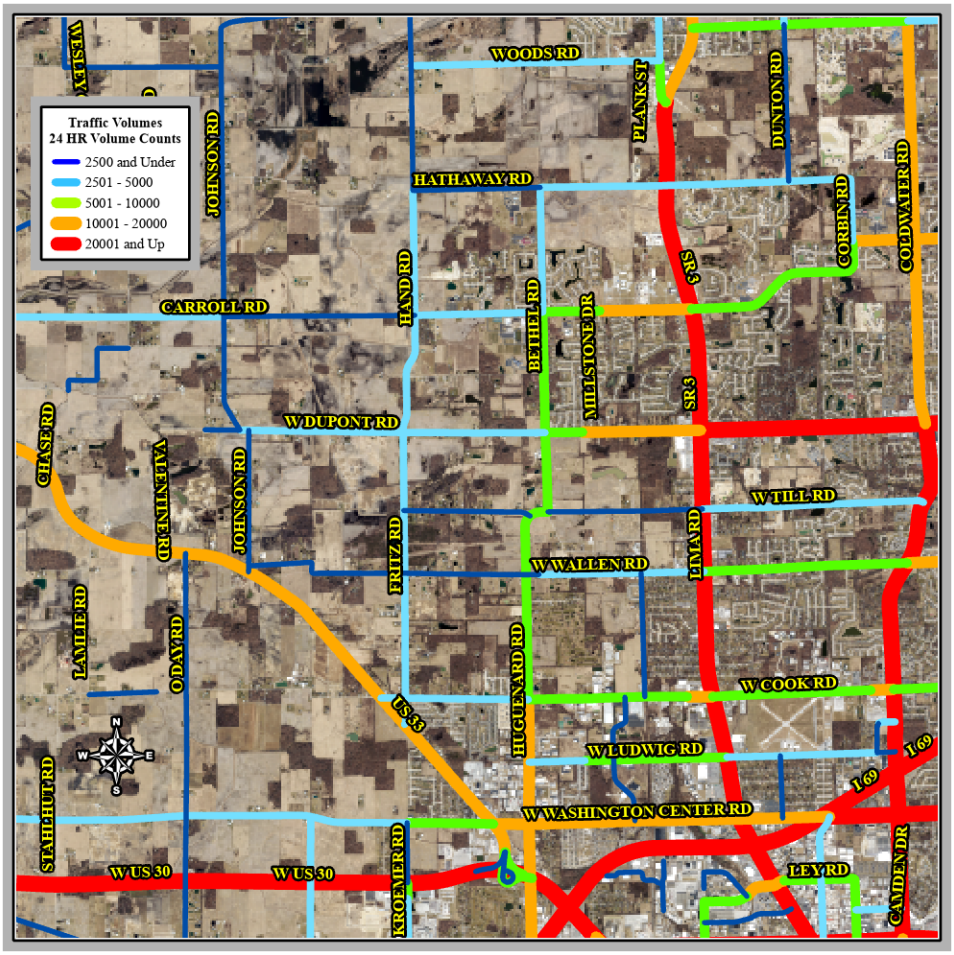


Figure 19



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.

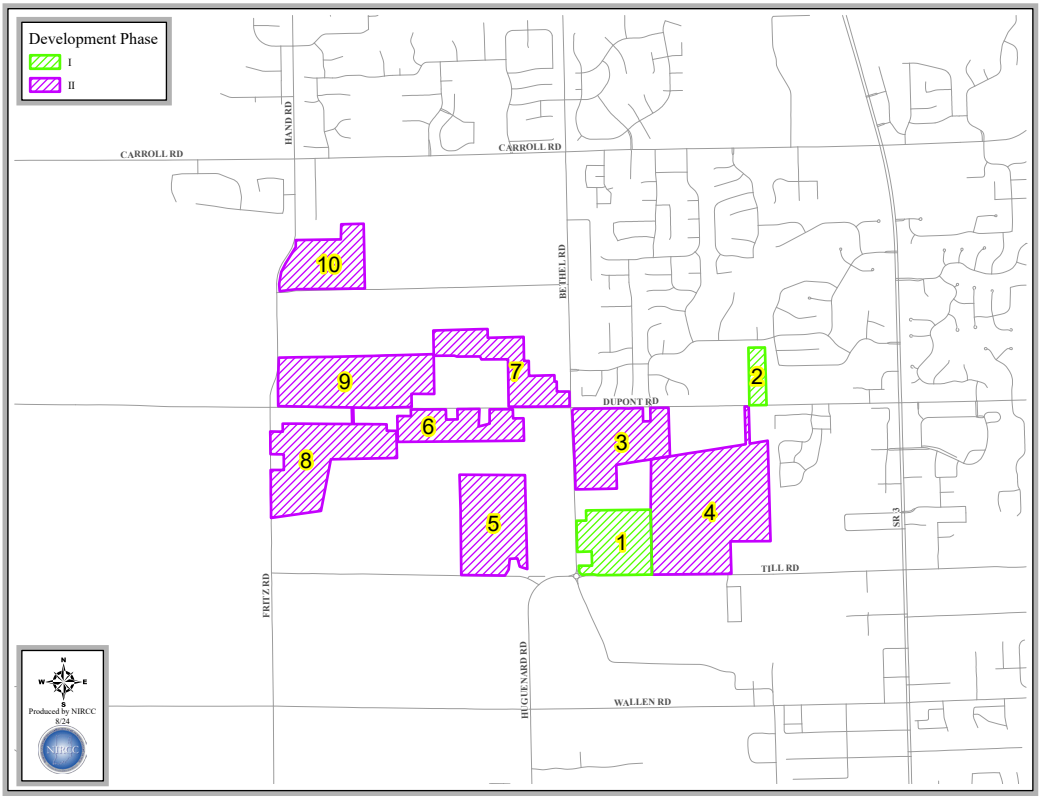
Dupont Road is an Urban Minor Arterial that changes to a Rural Major Collector that runs east and west on the northwest side of Fort Wayne. Traffic volumes along the Dupont Road corridor range from 300 vehicles per day to 10,400 vehicles per day (figure 19). Figure 18 shows the entire corridor in relation to the City of Fort Wayne and Allen County.

The study examines the following scenarios:

- Scenario 1: Existing Conditions.
- 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 Dupont Road corridor and the surrounding area. Figure 20 shows the proposed and potential development locations studied during Phase I and Phase II for this study. Figure 21 shows an example table from the report which shows the number of trips these proposed and potential developments may generate.

Figure 20



The distribution of the population within the area, the characteristics of the roadway system, and degree of congestion on the corresponding roadway affect the directional distribution of site-generated traffic. The trip distributions for this study area were determined by examining the existing traffic counts, and by evaluating the major traffic generators in the vicinity of the study area. The ITE Trip Generation Manual, 11th edition was used to forecast the number of new trips from phase I and phase II residential developments. After determining the number of trips from each residential development, the trips were distributed and assigned to the adjacent roads and intersections along the corridor based upon existing traffic patterns of distribution as described earlier. The new trips were added to the existing traffic volumes to obtain the turning movement distributions for each intersection for the phase I and phase II scenarios.

Figure 21

New Trips from Phase I Residential/Commercial Development				
	Peak-Enter		Peak-Exit	
Site	AM	PM	AM	PM
1. Residential Everdeen SF 106 Lots / 41 Acres	19	63	55	37
2. Residential Odessa 89 MF Units / 8.9 Acres	9	29	27	16
New Trips from Phase II Residential/Commercial Development				
3. Residential MF ~ 550 Units / 56 Acres	53	177	167	104
4. Residential SF ~ 308 Lots / 110 Acres	56	182	160	108
5. Residential SF ~ 162 Lots / 58 Acres	29	96	84	56
6. Residential SF ~ 65 Lots / 23 Acres	12	38	34	23
7. Residential SF ~ 110 Lots / 39 Acres	20	65	57	38
8. Residential SF ~ 182 Lots / 65 Acres	33	108	94	63
9. Residential SF ~ 195 Lots / 70 Acres	35	115	102	68
10. Residential SF ~ 110 Lots / 39 Acres	20	65	57	38

The Dupont Road Corridor study focused on a number of intersections for analysis. The following page shows an example of the Dupont Road and Bethel Road intersection analysis. Existing conditions and 2 scenarios were analyzed for this

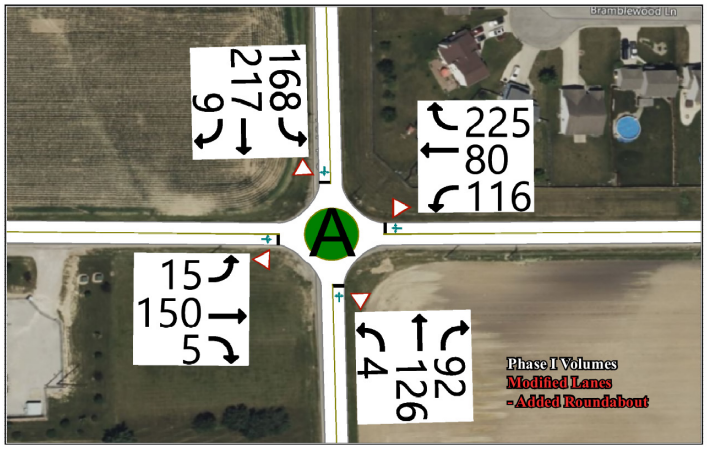
Figure 22

intersection showing impacts of current and future development (see figures 22-24). This analysis also generated proposed projects and the resulting level of service changes to compare with existing conditions.

Scenario 1: - Existing Conditions (figure 22 - AM Peak)

Figure 22 shows the geometry at this intersection, along with the current a.m. peak volumes. The intersection analysis indicates that this intersection is currently operating at a Level of Service (LOS) "F" for a.m. and LOS "E" for p.m. peak hours.

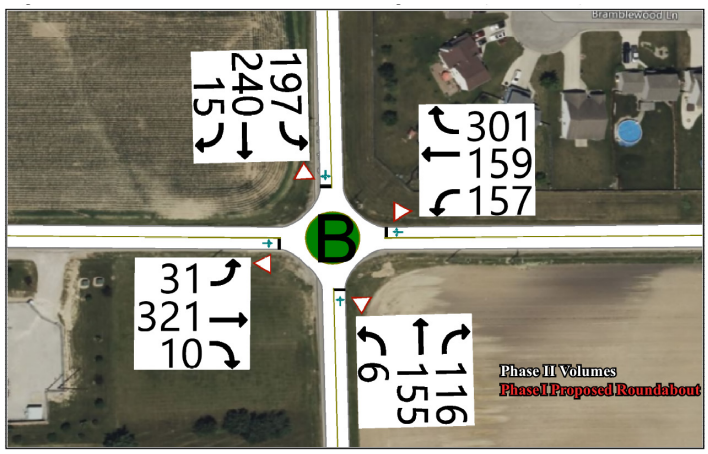
Figure 23



Scenario 2: - Proposed Development Recommendations (figure 23 - AM Peak)

The analysis indicates the intersection will continue to operate and LOS "F" for the a.m. and p.m. peak hours with the existing lane configuration and the added trips of phase I. But, with the addition of a roundabout, the intersection would operate at a LOS "A" for a.m. and p.m. peak hours with the added trips of phase I.

Figure 24



Scenario 3: - Potential Development Recommendations (figure 24 - AM Peak)

The analysis indicates that, with the addition of a roundabout, the intersection will operate at a LOS "B" for a.m. and "C" for p.m. peak hours with the added trips of phase II during the peak hours. Without the addition of the roundabout the intersection will continue to fail.

The following gives a summary of the recommended improvements from the entire 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:

- The Dupont Road / State Road 3 intersection improvements - add an additional northbound through lane for phase I and add exclusive right turn lanes on the southbound and eastbound approaches for phase II along with signal optimization. Synchro performed the signal optimization for Dupont Road and State Road 3 as an isolated intersection. Since the intersection is part of a coordinated network of intersections, it will need evaluated as part of that network.
- The Dupont Road / Bethel Road intersection improvements - modify to a single lane roundabout.
- The Dupont Road / Fritz Rd / Hand Rd intersections improvements - no recommendations at this time.
- The Dupont Road / Johnson Road (E) intersection improvement - no recommendations at this time.
- The Dupont Road / Johnson Road (W) intersection improvement - no recommendations at this time.
- The Dupont Road / Valentine Road intersection improvement - no recommendations at this time.

Travel Time and Delay Studies

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2024

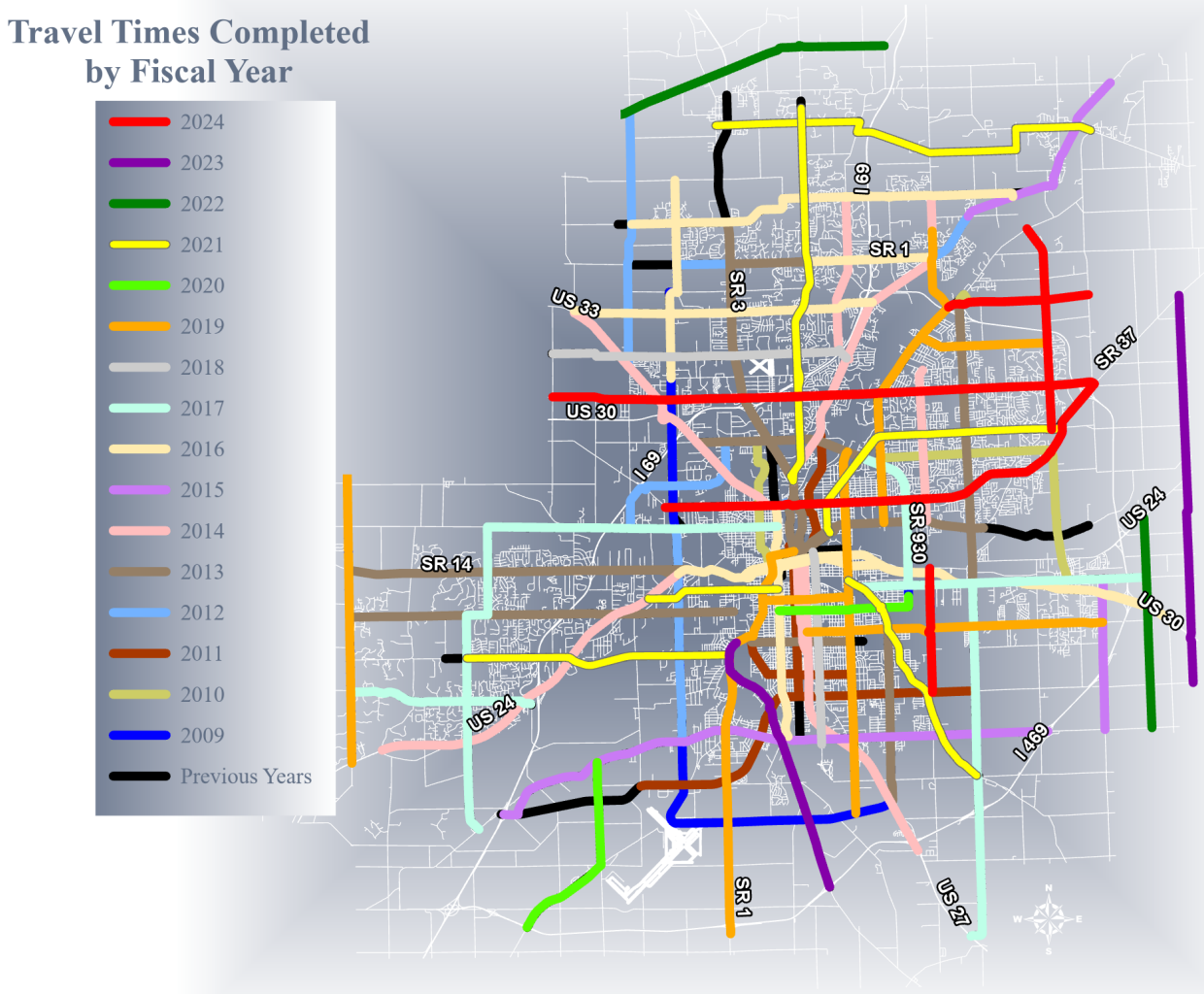
TRAVEL TIME & DELAY STUDIES

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.*

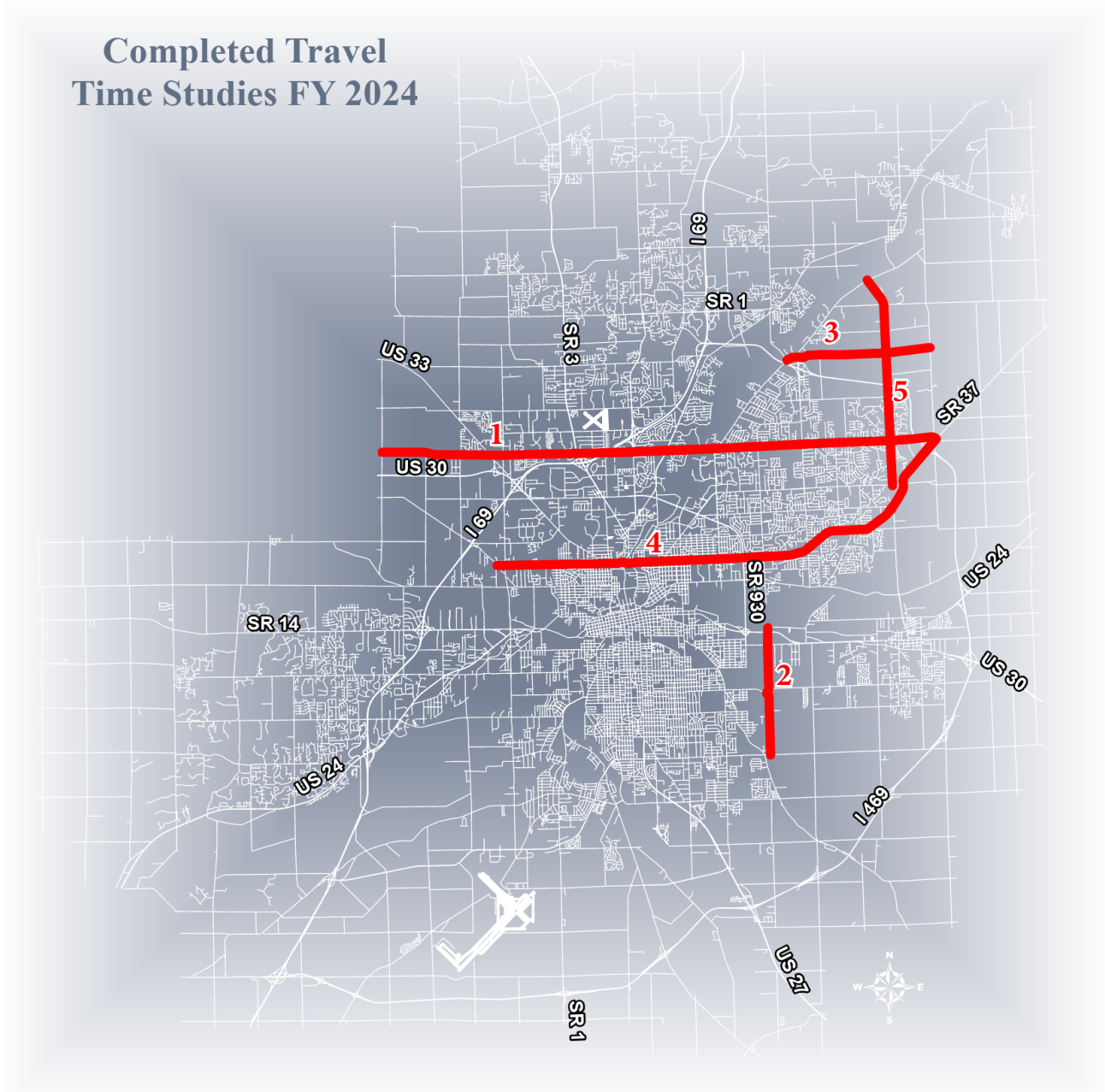
Figure 25



NIRCC studied five (5) corridors during Fiscal Year 2024 including: **1) Washington Center Road / Saint Joseph Center Road** from O'Day Road to State Road 37; **2) Meyer Road** from Paulding Road to Old Maumee Road; **3) Flutter Road / Saint Joe Road** from Mayhew Road to Schwartz Road; **4) State Boulevard / Maysville Road** from Leesburg Road to Saint Joseph Center Road; **5) Wheelock Road** from Stellhorn Road to Saint Joe Road. The travel time studies completed during Fiscal Year 2024 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 - 40 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 five corridors studied in Fiscal Year 2024. 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 2024

Figure 27

Washington Center Road / Saint Joseph Center Road
AM Peak Eastbound

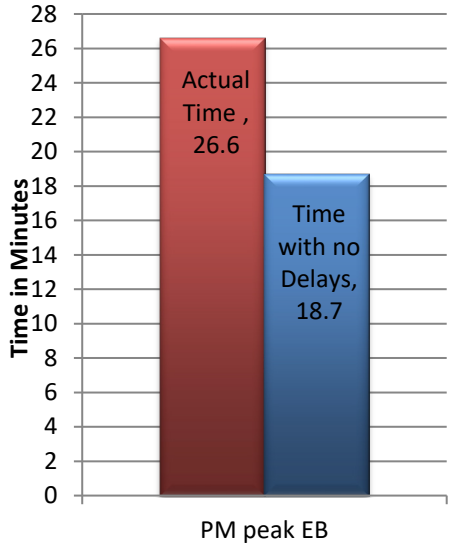
Figure 28

Washington Center Road / Saint Joseph Center Road
AM Peak Westbound

Figure 29

Washington Center Road / Saint Joseph Center Road
PM Peak Eastbound

Travel Time with the Greatest Amount of delay



Travel Speed with the Greatest Amount of delay

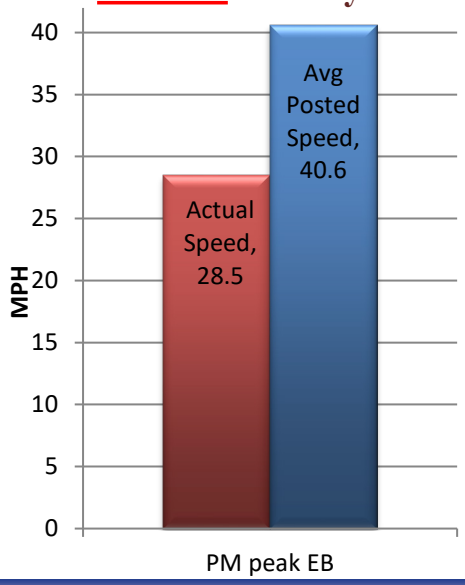
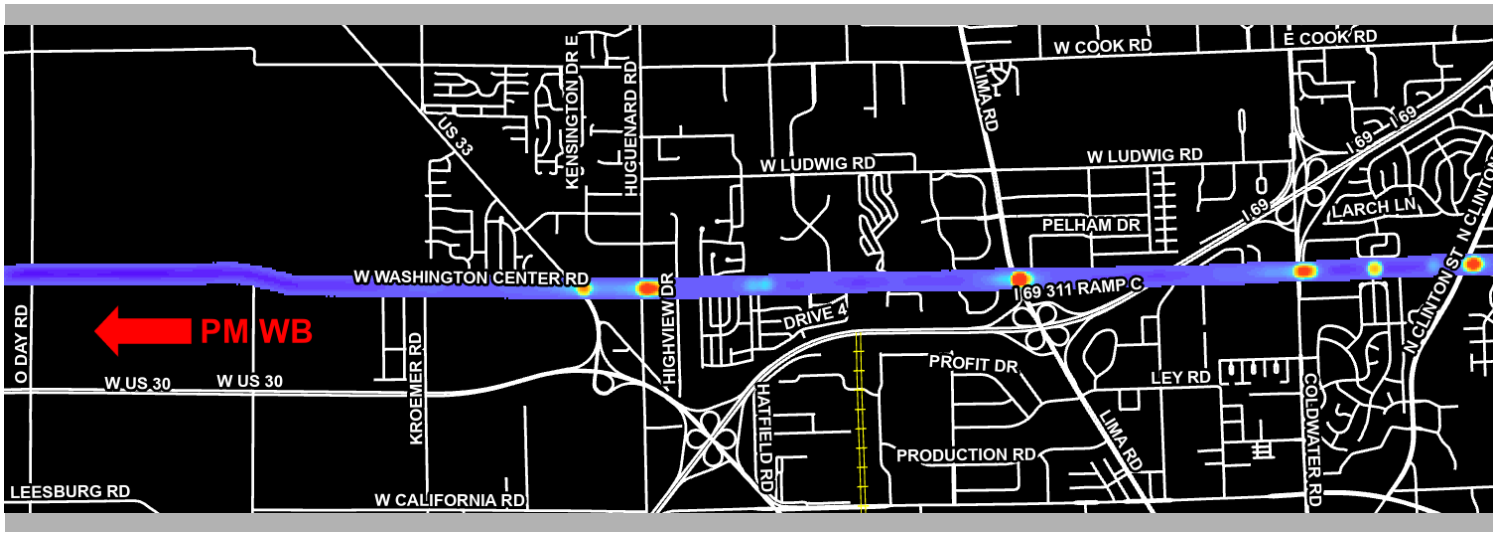
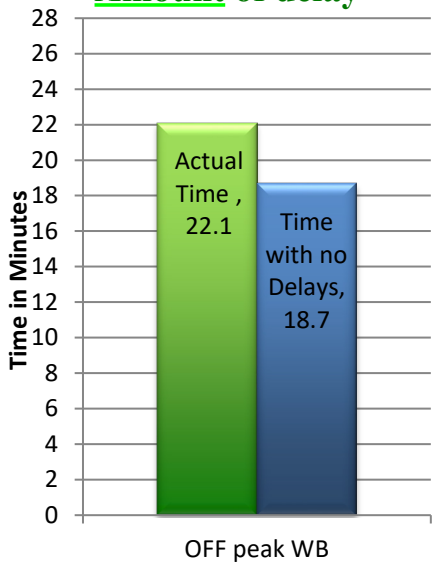


Figure 30

Washington Center Road / Saint Joseph Center Road
PM Peak Wastbound



Travel Time with the Least Amount of delay



*Off Peak Travel Times are not shown graphically.

Travel Speed with the Least Amount of delay

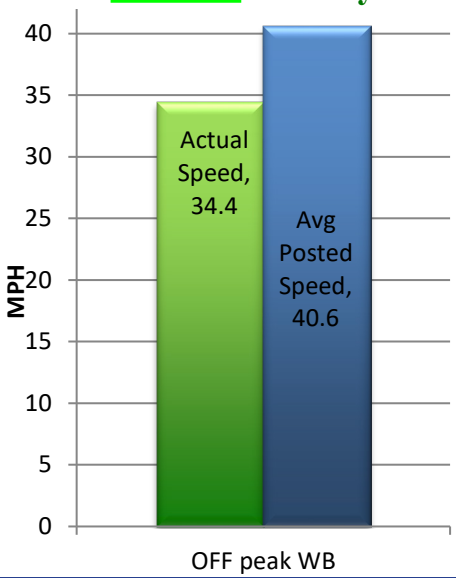
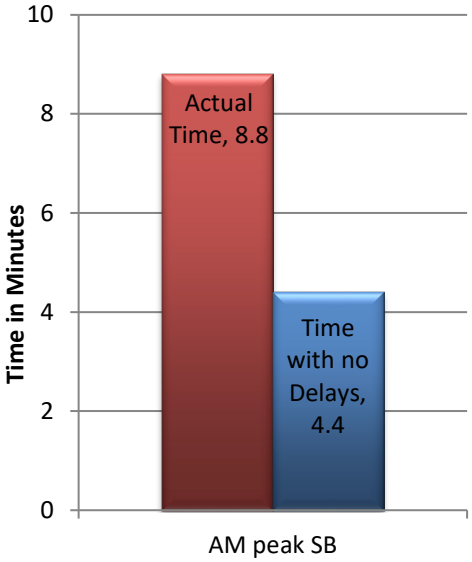


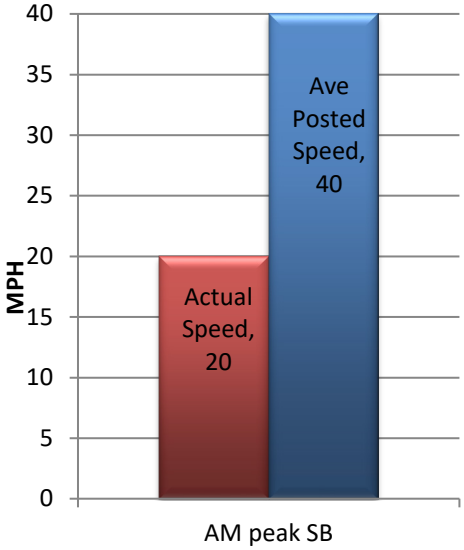
Figure 31

Meyer Road
AM Peak

Travel Time with the Greatest Amount of delay



Travel Speed with the Greatest Amount of delay



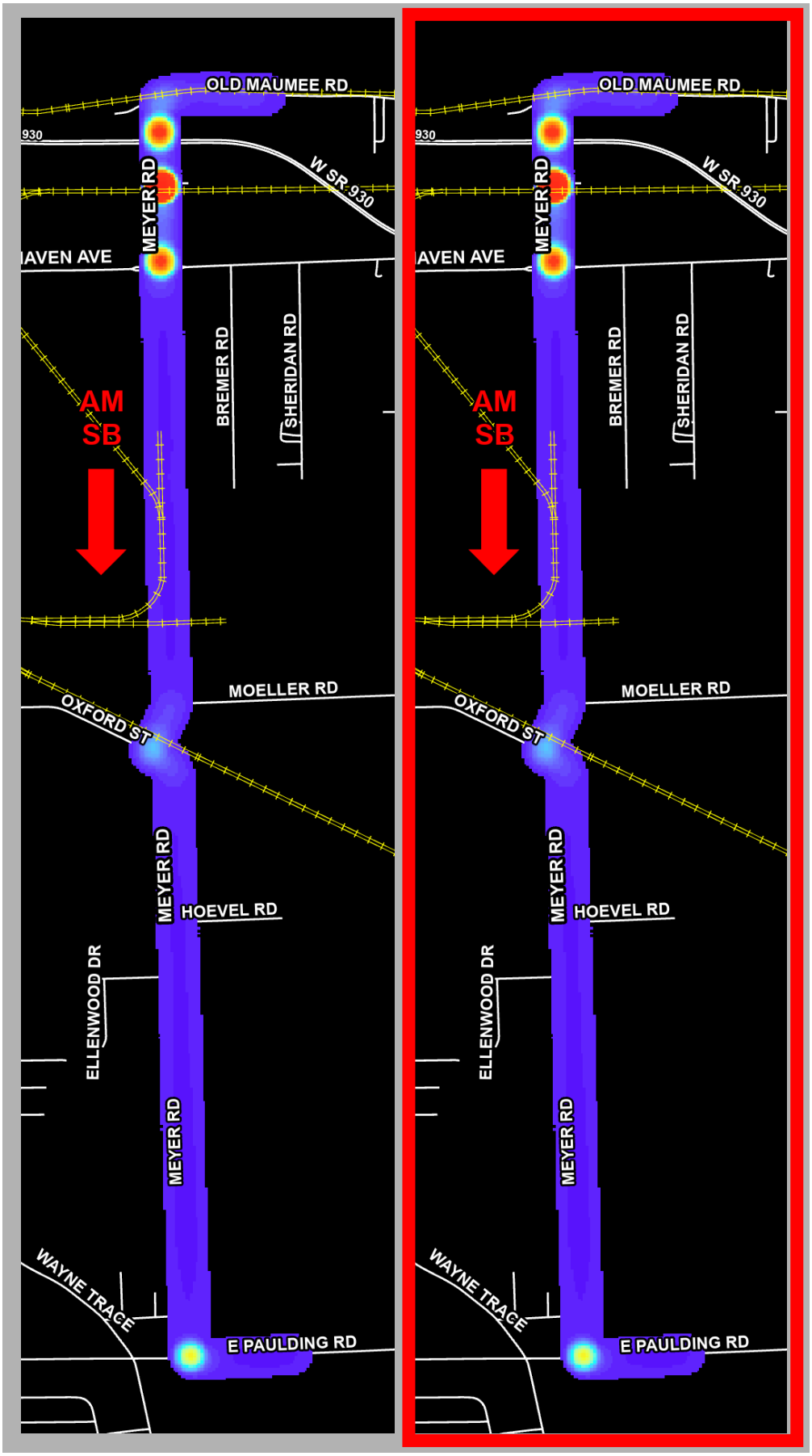
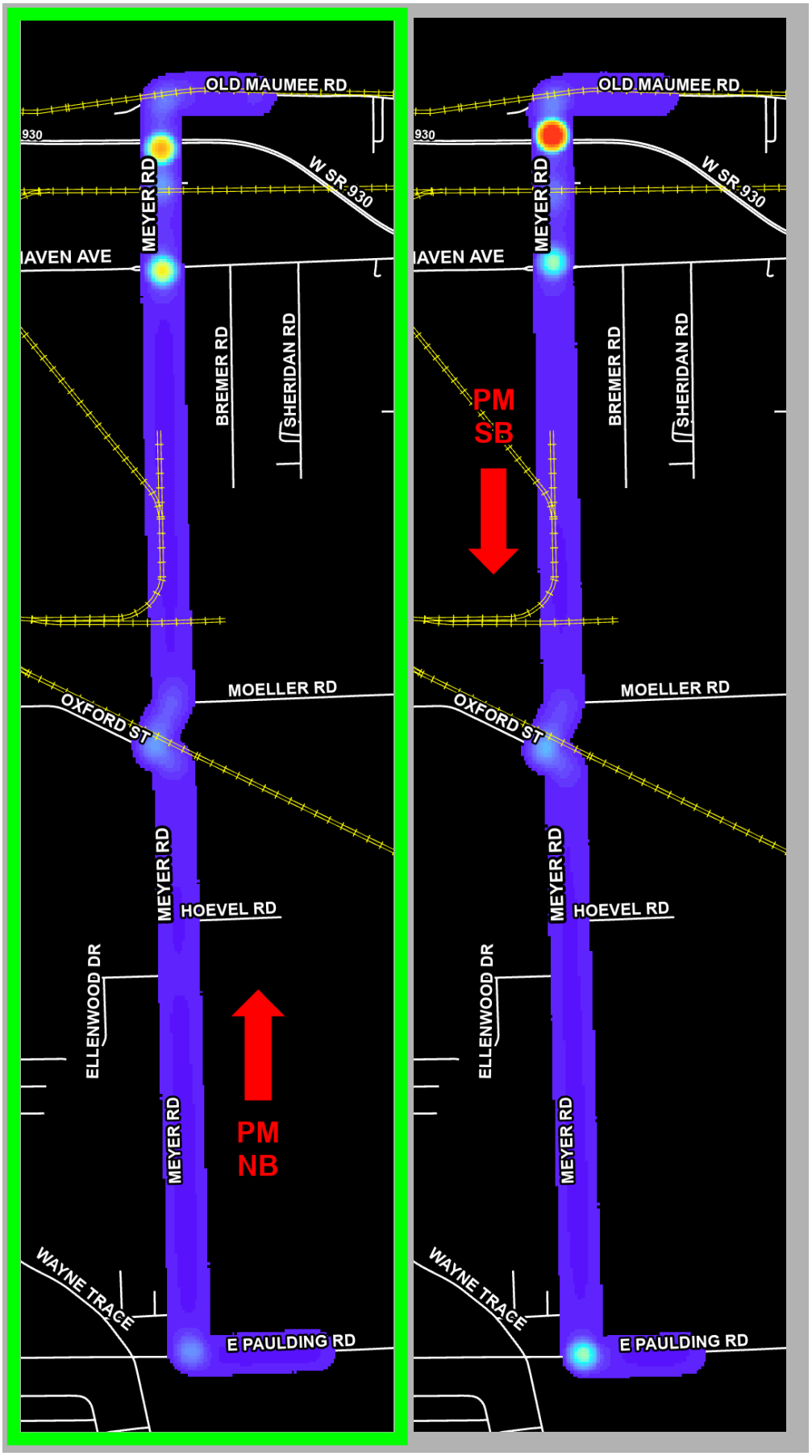
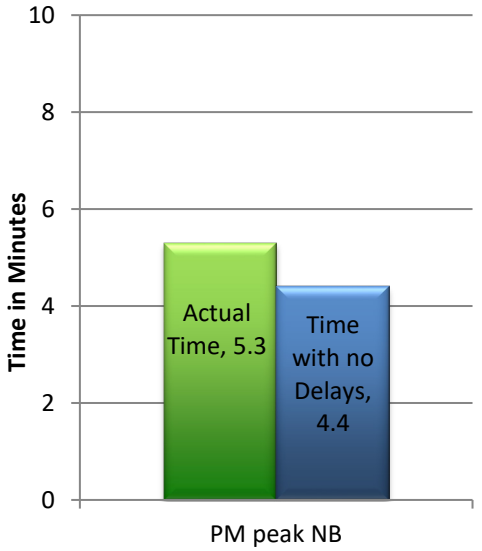


Figure 32

Meyer Road
PM Peak



Travel Time with the Least Amount of delay



Travel Speed with the Least Amount of delay

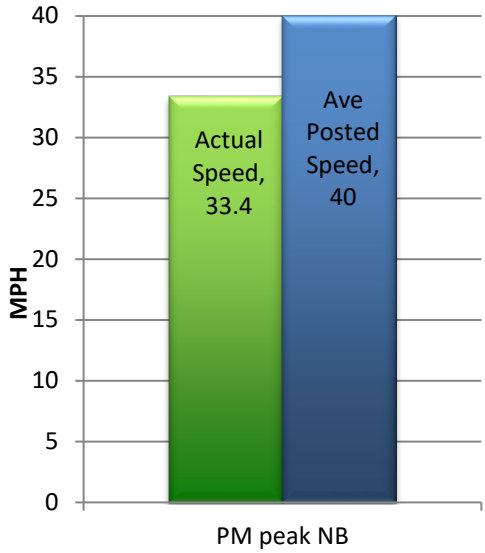
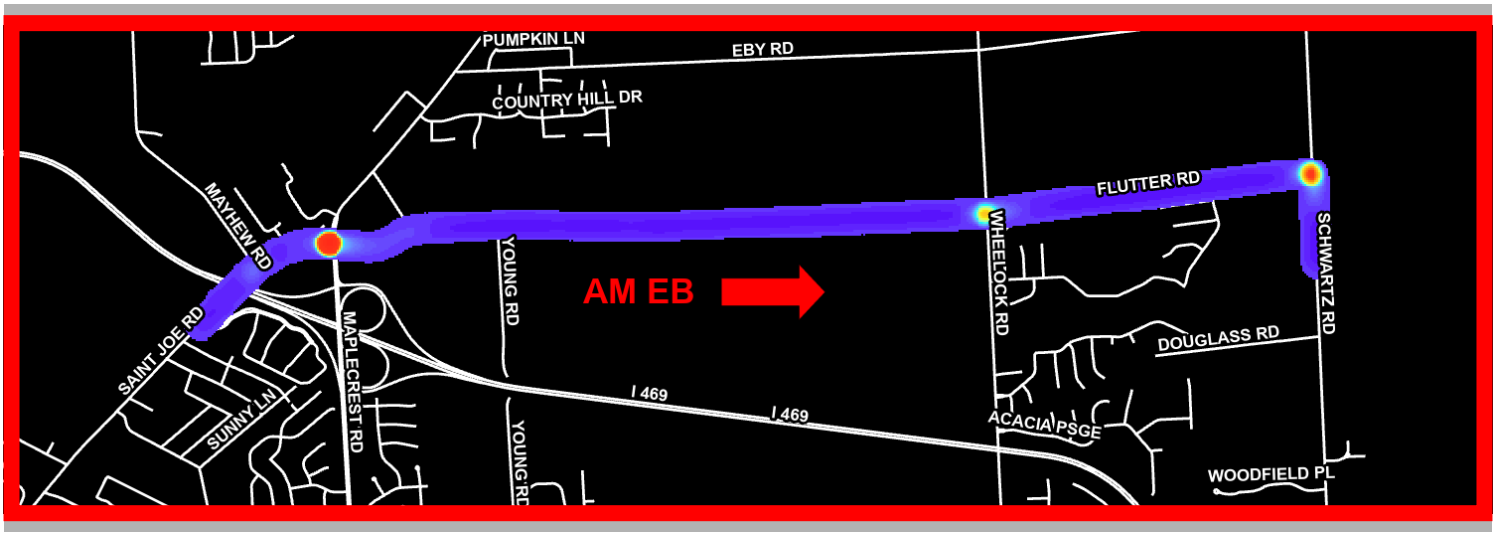
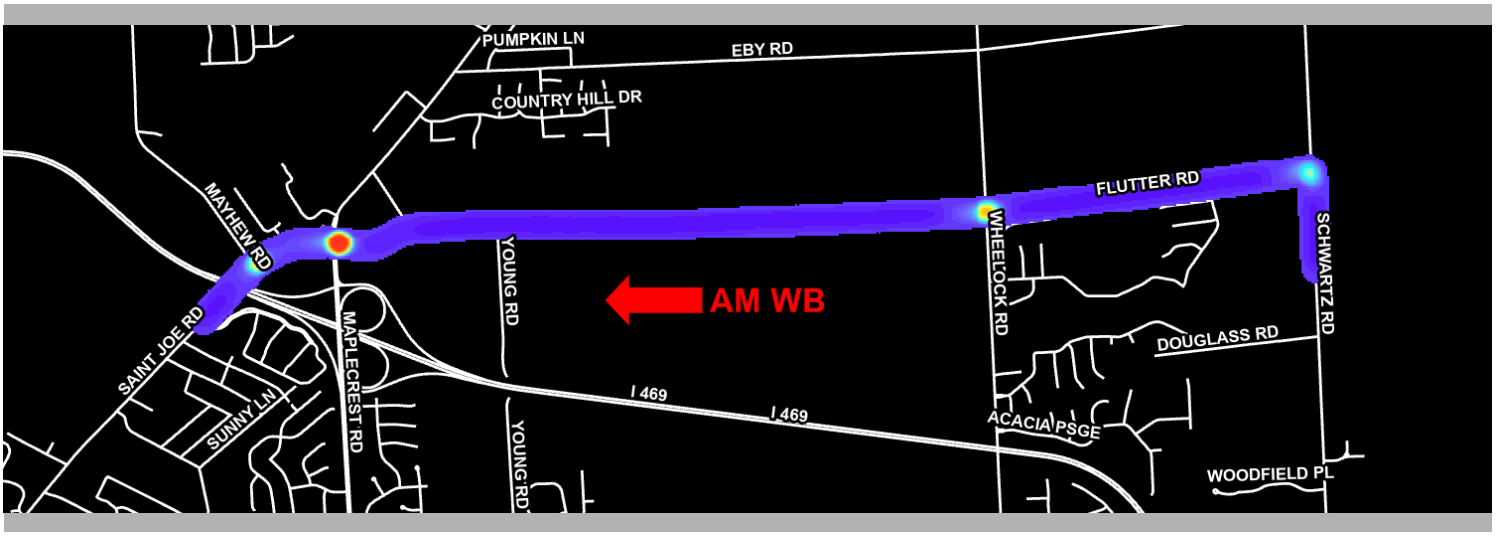


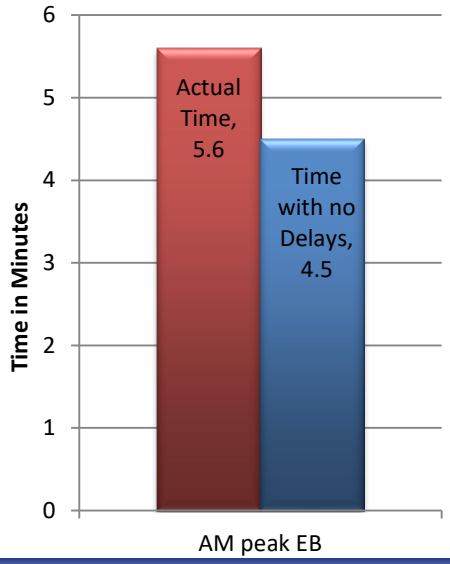
Figure 33

Flutter Road / Saint Joe Road
AM Peak





Travel Time with the Greatest Amount of delay



Travel Speed with the Greatest Amount of delay

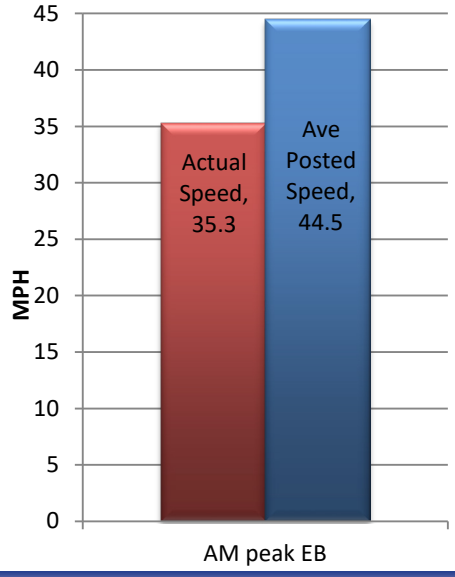
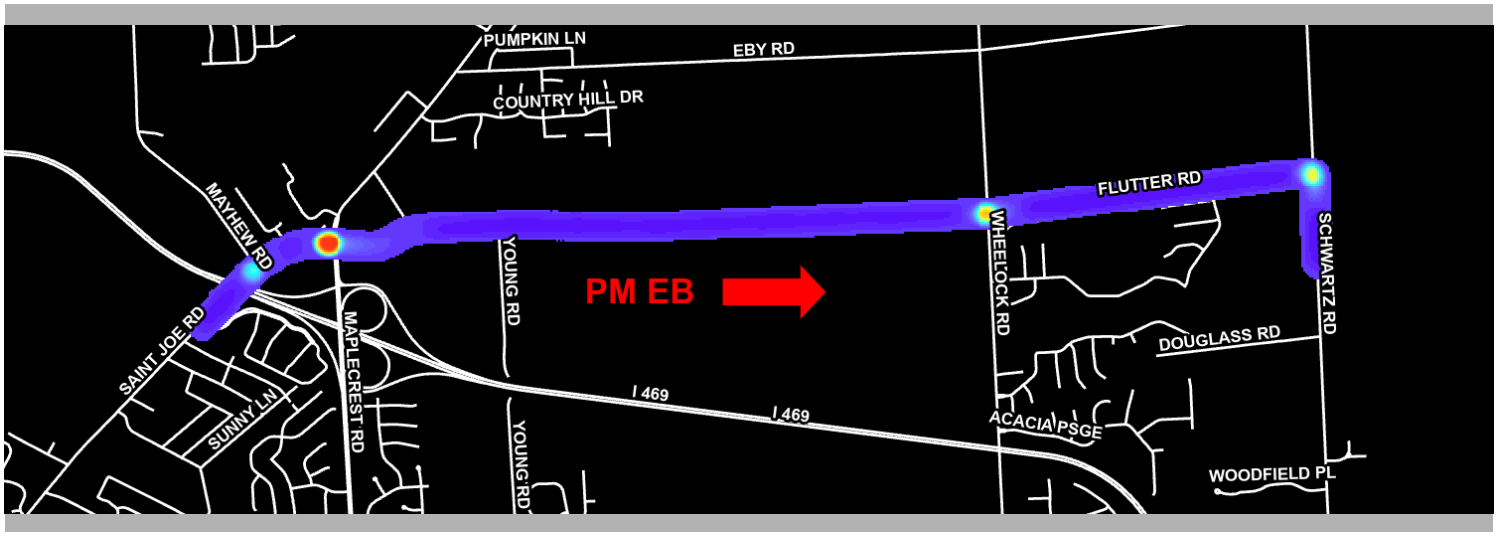
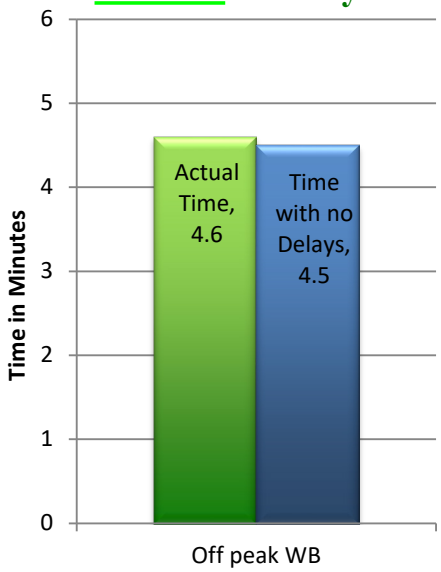


Figure 34

Flutter Road / Saint Joe Road
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

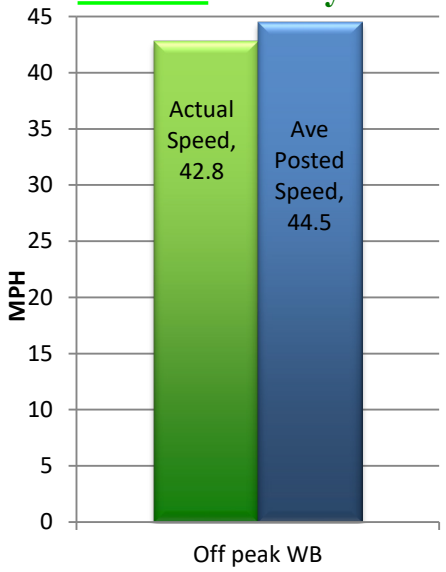
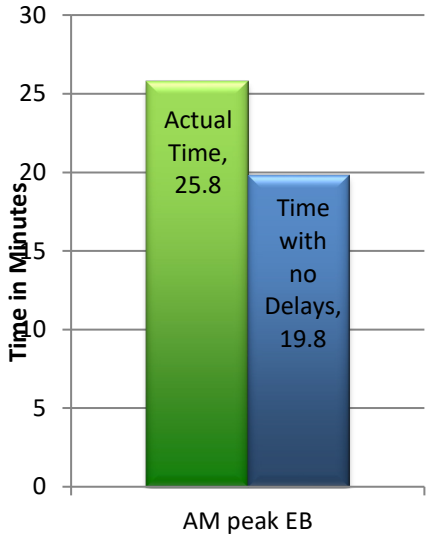


Figure 35

State Boulevard / Maysville Road
AM Peak Eastbound

Travel Time with the Least Amount of delay



Travel Speed with the Least Amount of delay

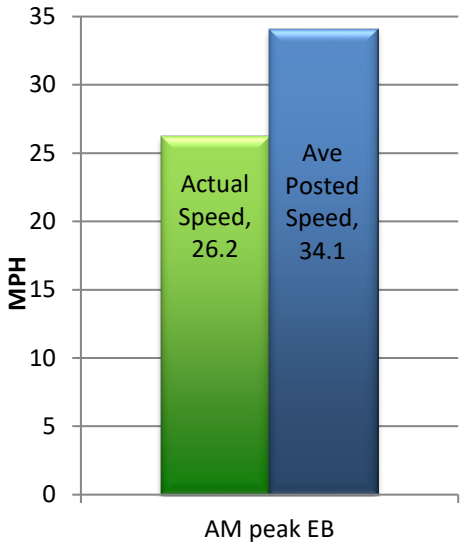


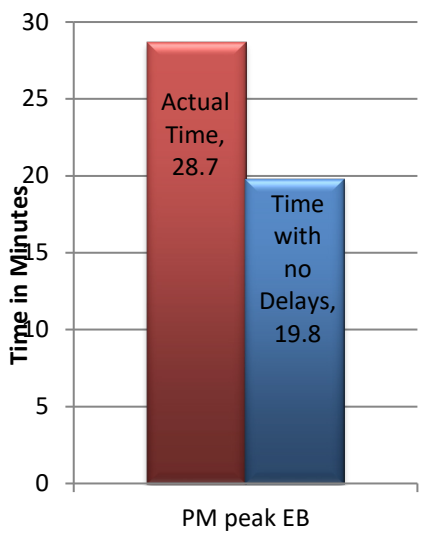
Figure 36

State Boulevard / Maysville Road
AM Peak Westbound

Figure 37

State Boulevard / Maysville Road
PM Peak Eastbound

Travel Time with the Greatest Amount of delay



Travel Speed with the Greatest Amount of delay

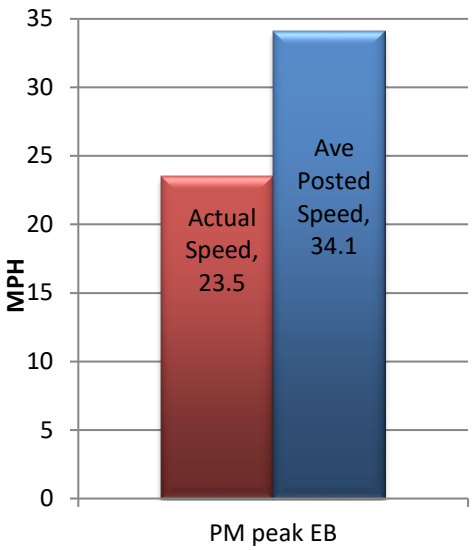


Figure 38

State Boulevard / Maysville Road
PM Peak Wastbound

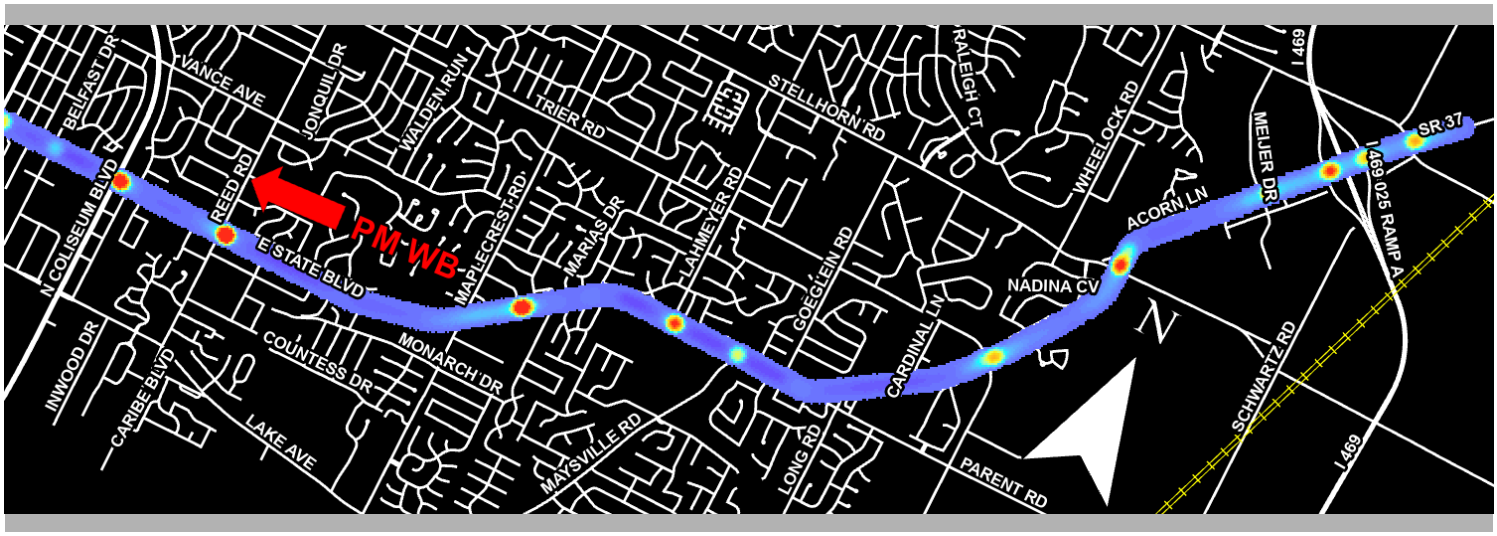
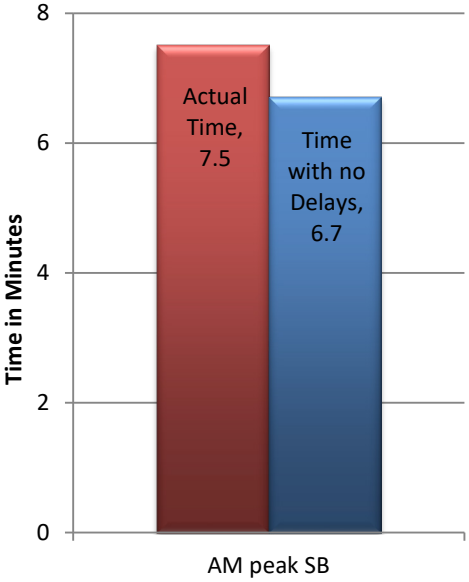


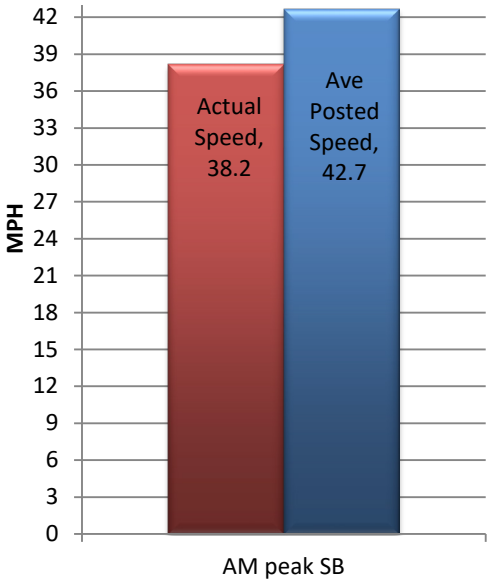
Figure 39

Wheelock Road
AM Peak

Travel Time with the Greatest Amount of delay



Travel Speed with the Greatest Amount of delay



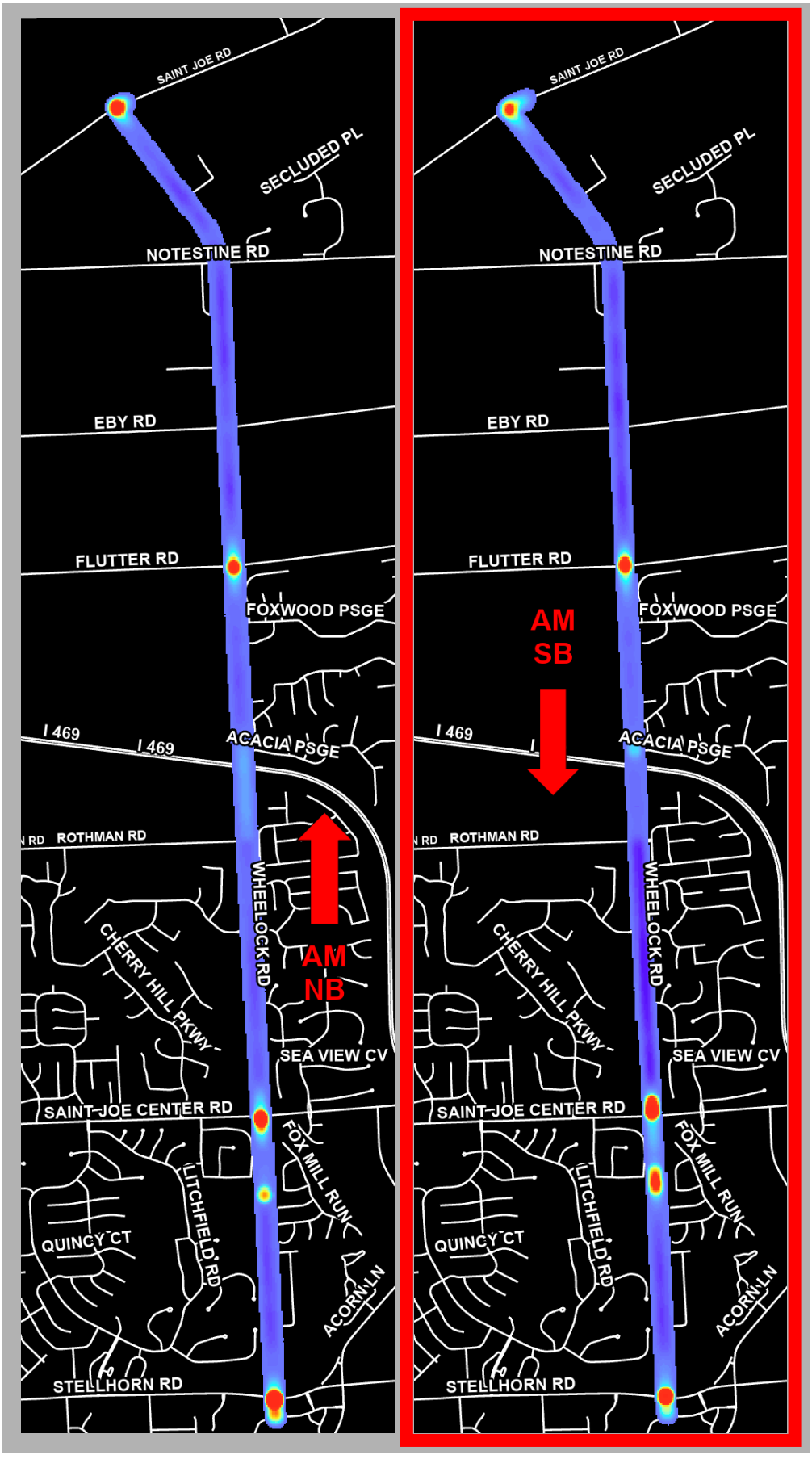
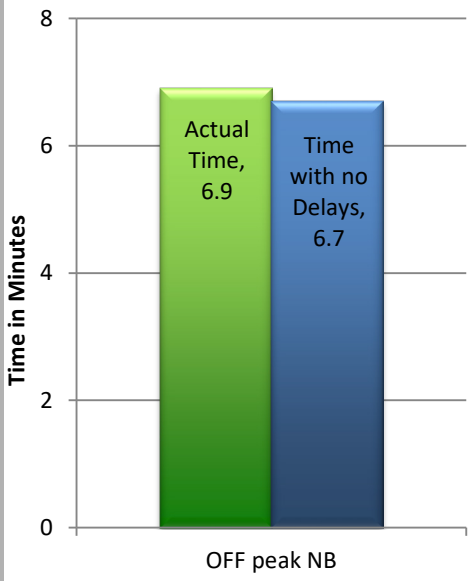


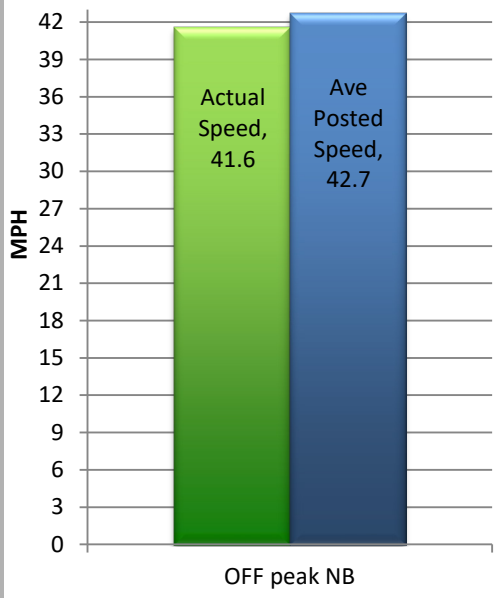
Figure 40

Wheelock Road
PM Peak

Travel Time with the Least Amount of delay



Travel Speed with the Least Amount of delay



Transportation Improvement Program

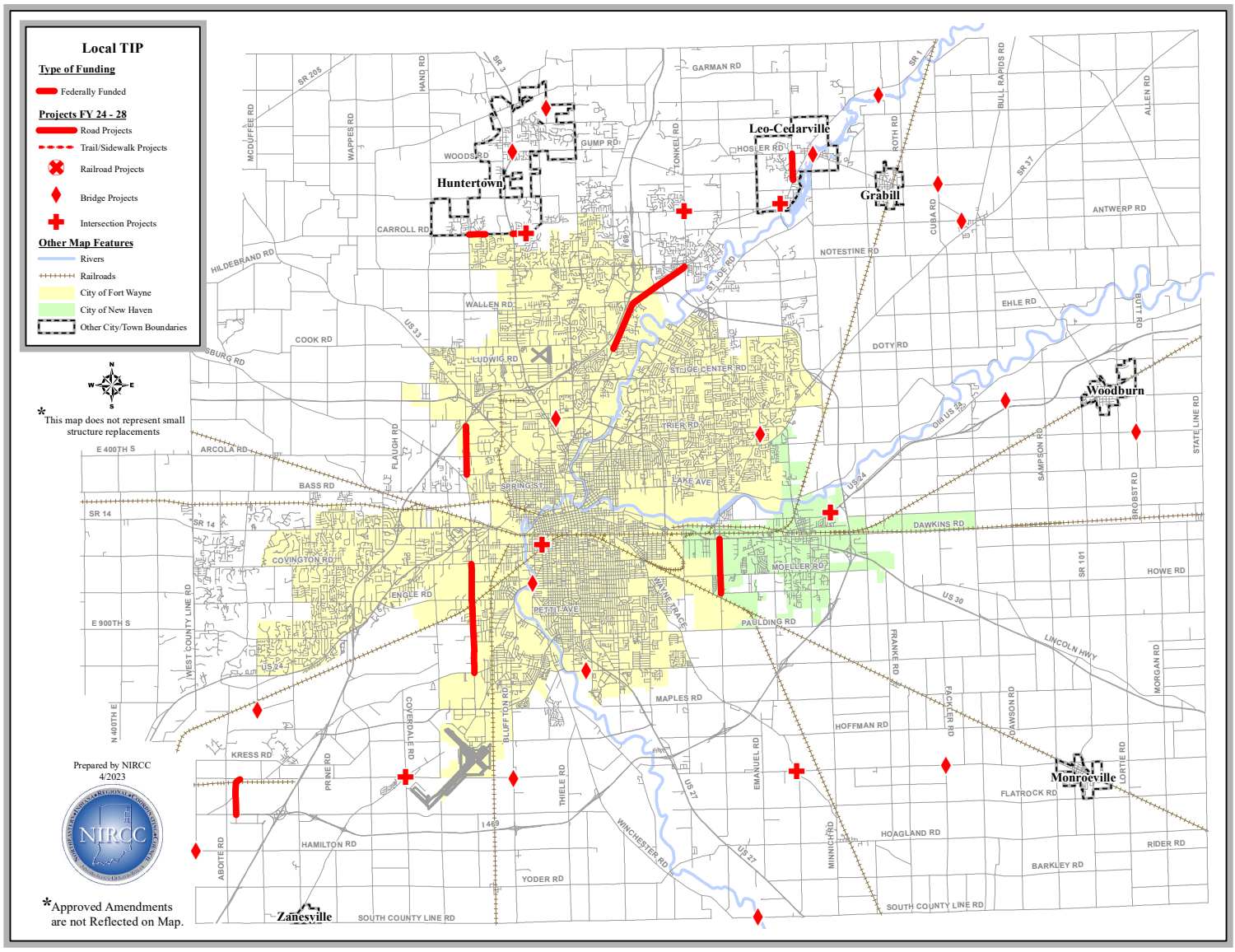
Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2024

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS

During Fiscal Year 2024 (July 1, 2023 through June 30, 2024) NIRCC began implementing the recently approved (April 2023) Transportation Improvement Program (TIP) for Fiscal Years 2024-2028. NIRCC began publishing the Transportation Improvement Program (TIP) in 1977 as an annual document, however now it is being produced every other year to align with the INDOT State Transportation Improvement Program (STIP). 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 used to guide the expenditure of federal funds in our area. Short range and long range 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 Wayne Public Transportation Corporation, City of New Haven, Town of Huntertown, Town of Leo-Cedarville and Allen County to utilize and match federal funds. The Indiana Department of Transportation projects listed in the

Figure 41



TIP represents commitments that the State of Indiana makes to improve the transportation system in the Metropolitan Planning Area.

Figure 42

Each project typically goes through three different phases before the project is completed. These phases include preliminary engineering (PE), right-of-way acquisition (RW), and construction (CN). The preliminary engineering includes the development of the plans, which includes environmental investigation and approval, and right-of-way engineering which is the determination and appraising of parcels needed to construct the project. Right-of-way acquisition includes the actual purchase of the land needed to construct the project. Right-of-way acquisition can include both permanent and temporary land purchases. 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 43

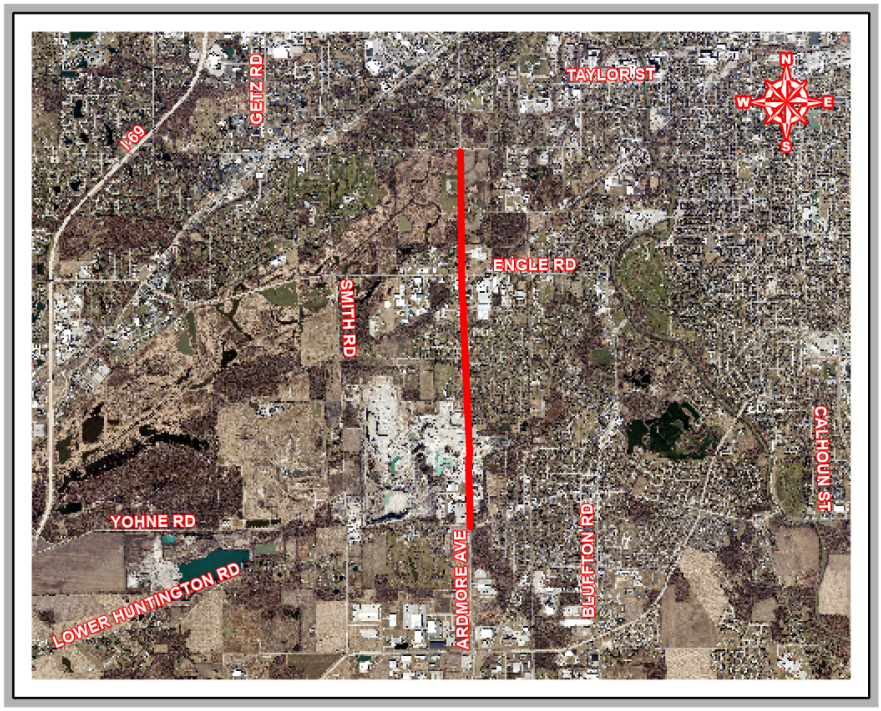


Figure 41 shows the locations of local TIP projects throughout Allen County and the Metropolitan Planning Area. The local TIP map identifies projects that utilize federal aid funds with matching local funds from the City of Fort Wayne, City of New Haven, Town of Huntertown, Town of Leo-Cedarville and Allen County. Figures 42 and 43 provide aerial views to show detailed examples of projects shown in Figure 41. The following pages provide a listing of projects for each fiscal year and the phase for each project. Please note that not all projects listed on the following pages are shown in Figure 41 as some of the projects were amended after the map was made.

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) PROJECTS LISTED

PHASE CLASSIFICATIONS

PE-Preliminary Engineering | RW-Right of Way | CN-Construction | CE-Construction Engineering | UT-Utilities

FY 2024 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Allen County Bridge Inspection	PE	Bridge Inspection
Amstutz Road: Hosler Rd to Leo Rd/SR 1	RW	Road Reconstruction
Bluffton Rd Bridge #257	RW	Bridge Replacement
Carroll Road: e/o Bethel Rd to Millstone Dr; Lima Rd/SR3 to Coral Springs Dr/Shearwater Run	CN	Road Reconstruction
Carroll Road at Shearwater Run/Coral Springs Drive	RW	Intersection Imp, Roundabout
Clinton Street: Auburn Rd to Mayhew Rd	PE	Added Travel Lanes
Coverdale Rd-Indianapolis Rd-Winters Rd	PE	Intersection Imp, Roundabout
Grabill Rd Br over St Joe River and SR 1 & Clay St	RW	Bridge; Intersection Signalized
Hillegas Road: State Blvd to Coliseum Blvd	RW	Added Travel Lanes
Maplecrest Rd (South)	PE	Road Widening
Monroeville Rd & Wayne Trace	RW	Intersection Imp, Roundabout
Pufferbelly Trail Bridge	PE	Pedestrian Bridge
Rose Ave & Linden St	PE	Intersection Imp, Roundabout
Tillman Rd Bridge #550	PE	Bridge Replacement
UPWP HSIP Funds	PE	Work Program Activities

FY 2025 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Allen County Bridge Inspection	PE	Bridge Inspection
Amber Rd Bridge #226	CN	Bridge Replacement
Antwerp Rd Bridge #15	CN	Bridge Replacement
Ardmore Ave: Covington Rd to Lower Huntington Rd	PE	Reconstruction & Widening
Bluffton Rd Bridge #358	CN	Bridge Deck Reconstruction
Broadway & Taylor St	PE	Intersection Imp, Roundabout
Clinton Street: Auburn Rd to Mayhew Rd	PE	Added Travel Lanes
Coverdale Rd-Indianapolis Rd-Winters Rd	RW	Intersection Imp, Roundabout
Cuba Rd Bridge #24	RW	Bridge Replacement
Fogwell Parkway	CN	Road Reconstruction
Goeglein Rd Bridge #113	CN	Bridge Replacement
Grabill Rd Br over St Joe River and SR 1 & Clay St	CN	Bridge; Intersection Signalized
Kell Rd Bridge #46	CN	Bridge Deck Overlay and Widening
Monroeville Rd Bridge #277	CN	Bridge Replacement
Slusher Rd Bridge #141	CN	Bridge Replacement
Tillman Rd Bridge #550	RW	Bridge Replacement

Continued... FY 2025 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Tonkel Rd & Union Chapel Rd	PE	Intersection Imp, Roundabout
UPWP - HSIP Funds	PE	Work Program Activities
Van Zile Rd Bridge #32	RW	Bridge Rehab or Repair
Woodburn Rd Bridge #51	RW	Bridge Replacement

FY 2026 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Ardmore Ave: Covington Rd to Lower Huntington Rd	PE	Reconstruction & Widening
Carroll Road at Shearwater Run/Coral Springs Drive	CN	Intersection Imp, Roundabout
Clinton Street: Auburn Rd to Mayhew Rd	RW	Added Travel Lanes
Hamilton Rd Bridge #242	RW	Bridge Rehab or Repair
Hillegas Road: State Blvd to Coliseum Blvd	CN	Added Travel Lanes
Maplecrest Rd (South)	RW	Road Widening
Monroeville Rd - Wayne Trace	CN	Intersection Imp, Roundabout
Rose Ave & Linden St	RW	Intersection Imp, Roundabout
UPWP - HSIP Funds	PE	Work Program Activities

FY 2027 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Broadway & Taylor St	RW	Intersection Imp, Roundabout
Clinton Street: Auburn Rd to Mayhew Rd	RW	Added Travel Lanes
Coverdale Rd-Indianapolis Rd-Winters Rd	CN	Intersection Imp, Roundabout
Cuba Rd Bridge #24	CN	Bridge Replacement
Gump Rd & SR 3 / Lima Rd	PE	Pedestrian Bridge
Hamilton Rd Bridge #242	CN	Bridge Rehab or Repair
Hillegas Road: State Blvd to Coliseum Blvd	CN	Added Travel Lanes
Pufferbelly Trail Bridge	RW	Pedestrian Bridge
Tillman Rd Bridge #550	CN	Bridge Replacement
UPWP - HSIP Funds	PE	Work Program Activities
Van Zile Rd Bridge #32	CN	Bridge Rehab or Repair
Woodburn Rd Bridge #51	CN	Bridge Replacement

FY 2028 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Ardmore Ave: Covington Rd to Lower Huntington Rd	RW	Reconstruction & Widening
Gump Rd & SR 3 / Lima Rd	RW	Pedestrian Bridge
Maplecrest Rd (South)	CN	Road Widening
Pufferbelly Trail Bridge	CN	Pedestrian Bridge
Rose Ave & Linden St	CN	Intersection Imp, Roundabout
Tonkel Rd & Union Chapel Rd	RW	Intersection Imp, Roundabout
UPWP - HSIP Funds	PE	Work Program Activities

*The following are Locally Funded Projects only.

FY 2024 - 2028 TIP Locally Funded Projects

Project	Phase	Improvement Type
Carroll Rd: Millstone Dr to SR 3 / Lima Rd (south side)	CN	New Trail
Cedar Canyon Rd: Creekside Dr to Coldwater Rd	CN	Asphalt Resurface
Cedar Canyon Rd: Kell Rd to Quarry Blvd	CN	Asphalt Resurface
Cedar Canyon Rd: Quarry Blvd to Creekside	CN	Asphalt Resurface
Coldwater Rd: Dupont Rd to Union Chapel Rd	CN	Road Widening to 4 lanes
Goshen Avenue: Butler/Harris to Coliseum	CN	Reconstruction, Sidewalks
Gump Rd: Old Lima Rd to SR 3 / Lima Rd	CN	Asphalt Resurface
Hand Rd: 2400' s/o Hathaway Rd to Carroll Rd	CN	Asphalt Resurface
Hanna St: Wallace St to Berry St	CN	New Trail
Lake Ave: Coliseum Blvd to Reed Rd	CN	New Trail
Leesburg Road: Main St to W Jefferson Blvd	CN	New Road, sidewalk, trail
Maumee Pathway: realignment at Lakeside golf course	CN	Realignment of Trail
NE Trail: St Joe Center Rd to n/o Evard Rd	CN	New Trail
Pufferbelly Trail: Washington Ctr to Ice Way	CN	New Trail
Stellhorn Rd Trail: Stellhorn Village to Maple Terrace Pkwy	CN	New Trail
Stellhorn Rd Trail: Wheelock Rd to Goeglein Rd	CN	New Trail
Stellhorn Rd Trail: Goeglein Rd to Lahmeyer Rd	CN	New Trail
Wheelock Road Trail: Jefferson MS to Stellhorn Rd	CN	New Trail

FY 2024 Human Services Agencies

Community Transportation Network

One (1) Medium Transit Vehicle

FY 2024 Fort Wayne Citilink - Federal Transit Administration

Two (2) Replacement Minibus (Body on Chassis) ACCESS
One (1) Replacement Minibus (Body on Chassis) FLEX
Two (2) Heavy Duty Replacement Bus

Computer & Office equipment, Security System
Fare Collection Equipment Replacement
CAD/AVL system replacement

FY 2025 Fort Wayne Citilink - Federal Transit Administration

Two (2) Replacement Minibus (Body on Chassis) ACCESS
Two (2) Heavy Duty Replacement Bus
One (1) Replacement Minibus (Body on Chassis) FLEX

Computer & Office equipment, Security System
Fare Collection Equipment Replacement
Rehabilitations to bus barn & central station

FY 2026 Fort Wayne Citilink - Federal Transit Administration

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

Two (2) Heavy Duty Replacement Bus
Computer & office equipment, security system
Fare Collection Equipment replacement

FY 2027 Fort Wayne Citilink - Federal Transit Administration

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

Two (2) Heavy Duty Replacement Bus
Computer & office equipment, security system
Fare Collection Equipment replacement

FY 2028 Fort Wayne Citilink - Federal Transit Administration

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

Two (2) Heavy Duty Replacement Bus
Computer & office equipment, security system
Fare Collection Equipment replacement

Quarterly Review Meetings

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2024

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 the Transportation Improvement Program (TIP). The reports are due on the 2oth of the month following the end of the quarter. NIRCC's quarterly review meeting is scheduled approximately two to three weeks after this date.

NIRCC has created a report, using the information that the LPAs have updated into reports on the INDOT Technical Application Pathway (ITAP). Once the LPA has updated each report online in ITAP it is then submitted electronically to NIRCC for review and approval. After approval from NIRCC, the report is then sent to INDOT. NIRCC uses the ITAP report to update the quarterly report used at the quarterly meetings.

At the quarterly review meeting each project is allotted five to fifteen minutes for review. The LPA and consultant are requested to attend the meeting. Others attending the quarterly meeting include INDOT representatives with Planning and Programming. If needed, attendees have the option of attending virtually. This flexibility assists in all being able to attend. We have an excellent turnout and feel this increases communication and understanding of the project process and development, thus resulting in construction of a project that is on time and on budget.

Important information to review at the meetings includes cost totals, federal funding and LPA match funds, permits needed, right of way parcels needed, schedule updates, utility relocations, 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 44

Carroll Road Roundabout - DES 2101634

Intersection improvement at Carroll Road and Shearwater Run/Coral Springs Run

Roundabout Project

TIP 2024-2028	DES # / Contract #	Phase	Estimated Cost 2024	2025	2026	2027	2028	Other Year	Federal	Local	A/M
	2101364	PE						2022	186,208	46,552	
		RW	90,000						72,000	18,000	
Intersection Improvement - Roundabout	R-44126	CN			1,618,000				1,294,400	323,600	23-148
Letting Date: 9-10-2025		CE			195,000				156,000	39,000	
Total Cost:	2,135,760		$90,000	$0	$1,813,000	$0	*$0*		$1,708,608	$427,152	

Project Cost	Update Current Cost Estimate Apr-24	Federal $ Needed Apr-24	Federal $ Programmed Apr-24	Difference in Federal $ Apr-24	Local $ Needed Apr-24	Local %
Preliminary Engineering (PE)	$249,580	$199,664	$186,208	$13,456	**$63,372**	25%
Right of Way Acquistion (RW)	$90,000	$72,000	$72,000	$0	**$18,000**	20%
Utilities & Railroad	$0	$0	$0	$0	**$0**	0%
Construction (CN)	$1,301,000	$1,040,800	$1,040,800	$0	**$260,200**	**20%**
Construction Engineering (CE)	$195,000	$156,000	$156,000	$0	**$39,000**	20%
Total Cost	$1,835,580	$1,468,464	$1,455,008	$13,456	**$380,572**	

POs & Invoices	PE	RW
Funding Programmed	$186,208	$90,000
PO Amt Programmed	$186,208	
Additional Funding Avail	**$0**	
Total Invoiced	$137,185	
Current Avail Funding	**$49,023**	

Last Invoices	#	date
PE	21	4/11/2024
RW	0	

Land Acquisition		Jan-24	Apr-24
completion date:	n/a	# secured	# secured
total parcels:	5	0	0

Permits	Rule 5	IDEM 401	ACOE 404	IDNR CIF	FAA	
required	X					
applied						
approved						
expires						

ERC

LPA:	Town of Huntertown	Contact:	Hannah Walker	Email:	Hannah.Walker@huntertown.in.gov	Phone #:	260-338-2707
Consultant:	GAI Consultants, Inc.	Contact:	Jay Stankiewicz	Email:	j.stankiewicz@gaiconsultants.com	Phone #:	260-449-1645
Consultant:	GAI Consultants, Inc.	Contact:	Jay Vorisek	Email:	j.vorisek@gaiconsultants.com	Phone #:	
Project Mgr:	INDOT	Contact:	Cecilia Quintanilla	Email:	cquintanilla@indot.in.gov	Phone #:	260-399-7337
Program Mgr:	INDOT	Contact:	Donya Larue	Email:	DLarue@indot.in.us	Phone #:	260-969-8277

Milestones	Actual Start Date	Actual Finish Date	Proposed Change of Date	% Complete	Comments
Request for Proposals	11/1/2021	12/20/2021		100%	
NTP to consultant	5/3/2022	5/3/2022		100%	
Start Plan Develop	5/3/2022			10%	
Stage 1 Design	5/3/2022	2/16/2023	4/30/2023	80%	Accounts for 30 day INDOT Review Time
Utility Locations Verified	8/10/2022	1/15/2023		20%	
Prelim Field Check	1/23/2023	6/14/2023		100%	
Environmental Doc.	5/3/2022	1/8/2024	**6/1/2025**	**40%**	See Comments below
Hearing Certification	10/13/2023	10/25/2023			
Stage 2 Design	5/23/2023	7/22/2023	10/4/2024	95%	See Comments below
Pavement Design	8/18/2023	7/10/2023		100%	
FMIS for RW phase	10/15/2023				
Utility Work Plans App	6/16/2024	11/22/2024			
Gantt Chart for Utilities	12/20/2024				
6 mo prior to RW Clear		**10/4/2024**			
RW Clear	1/15/2024	**4/4/2025**			
NTP to Utilities	5/2/2025				
CE contracts	1/15/2025				
Stage 3 Design	8/8/2023	**2/3/2025**			
Final Tracings	3/15/2025	**5/19/2025**			
Ready for Contracts		**6/18/2025**			
Letting	**9/10/2025**				Per INDOT's (Donya) email 9/19/2022

Action Dates PE

Prelim Field Check	6/14/2023
Stage 1 Completion	7/8/2023
Env Doc Start Date	5/3/2022
Pavement Design	7/10/2023

Action Dates RW

Env docs complete	1/14/2025
RW acq start date	10/21/2024
Utility relocation	TBD
RW acq complete	4/4/2025

Action Dates CN

Stage 3 Design	1/17/2025
Final Tracings	5/19/2025
Ready for Contracts	6/18/2025
Letting	9/10/2025

TITLE VI & ADA (Americans with Disabilities Act)

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2024

TITLE VI & ADA (AMERICANS WITH DISABILITIES ACT)

The Federal Highway Administration (FHWA) Division Offices are responsible for ensuring that all Recipients (State Transportation Agencies) have an approved Title VI/Nondiscrimination Plan and submit Annual Update Reports. Additionally, the Division Offices are responsible for ensuring that the State Transportation Agencies are implementing an effective Monitoring Program of their Subrecipients' (Local Public Agencies) efforts to effectively implement Title VI and the additional Nondiscrimination requirements.

The Indiana Department of Transportation (INDOT) has made LPAs aware that they must have a Title VI Implementation Plan and an ADA Transition Plan in place (or working towards this) to remain eligible for Federal funding.

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. NIRCC continues to assist LPAs with their ADA Transition Plans to remain compliant.

In FY 2015 NIRCC began assisting LPAs with their Title VI Implementation Plan. Most LPAs were practicing non-discrimination; however, they did not have all the information and documents compiled into an Implementation Plan. Similar to the process taken in FY 2013 with the ADA requirements, NIRCC reached out to the LPAs to offer assistance.

A Title VI Implementation Plan consists of the following items:

- Policy Statement
- Organization and Staffing
- Title VI Coordinator Contact Information and Responsibilities
- Department Head (Liaisons) Responsibilities
- Department Head Reporting
- Title VI Training
- Complaint Process
- Complaint Investigation Procedures
- Public Participation and Outreach

- Limited English Proficiency (LEP) Plan
- Title VI Goals
- Title VI Reporting and Accomplishments
- Standard US DOT Title VI Assurances
- Title VI Compliance Review Form
- Training Log
- Complaint Log
- Voluntary Public Involvement Survey
- LEP Report
- Language Identification Flashcards

During FY 2024 NIRCC assisted Allen County, City of Fort Wayne, and the Aboite Township Parks with collecting data and updating ADA Transition Plans. NIRCC also assisted the Town of Monroeville with updating their Title VI Implementation Plan.

Safety Management System

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2024

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 2024 NIRCC obtained all crash records that occurred in Allen County during 2023. 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. Crashes reported using the new ARIES 6 software were geocoded using longitude and latitude coordinates. 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 locations. 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 2023 crash data and included it in the crash database, NIRCC combined the 2023 crash data with the 2021 and 2022 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 45, 46, and 47 display the densities of crash frequencies for the Fort Wayne, New Haven, and the Allen County area.

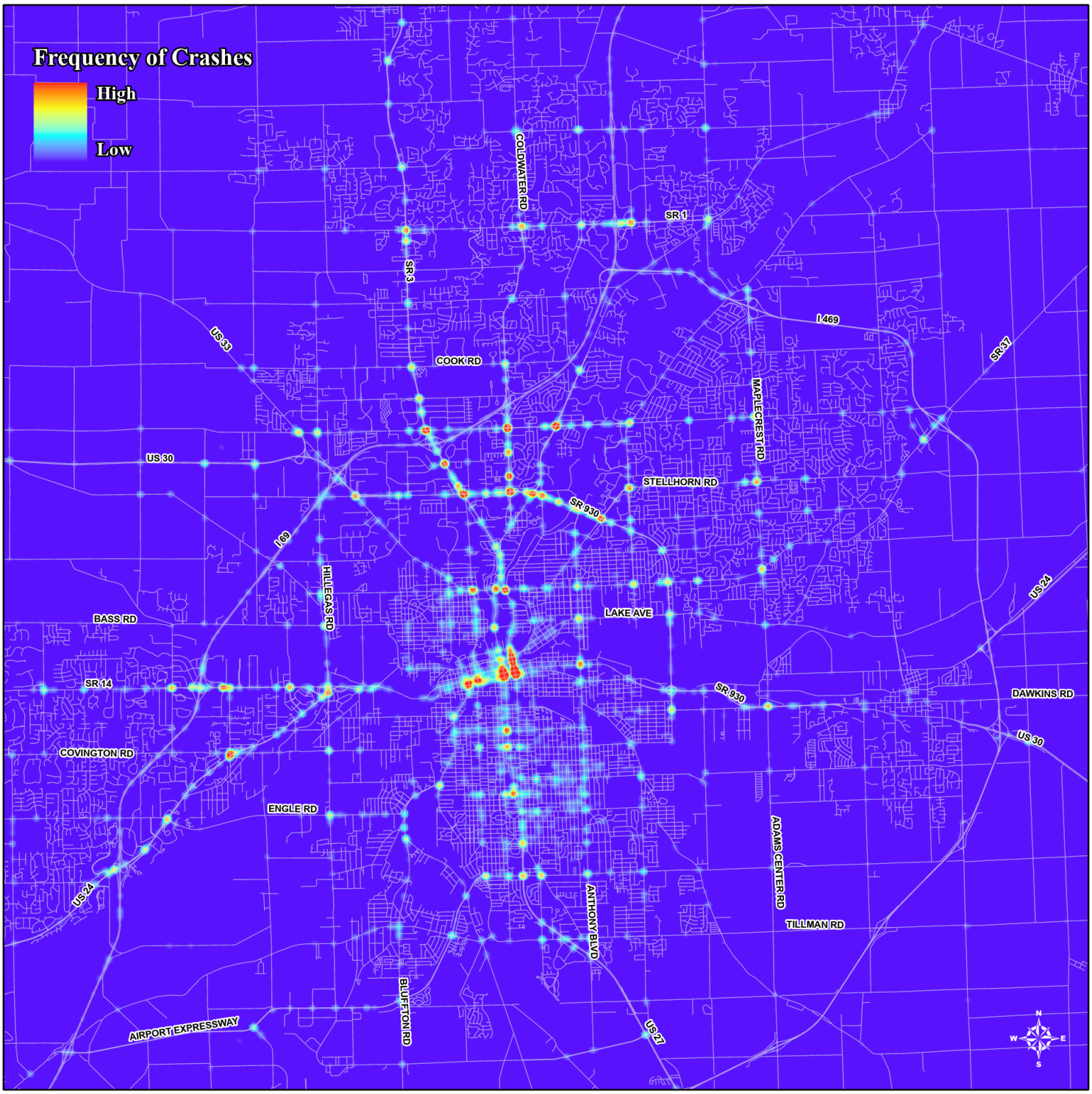
Annual Summary and Listing of Crash Locations

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.

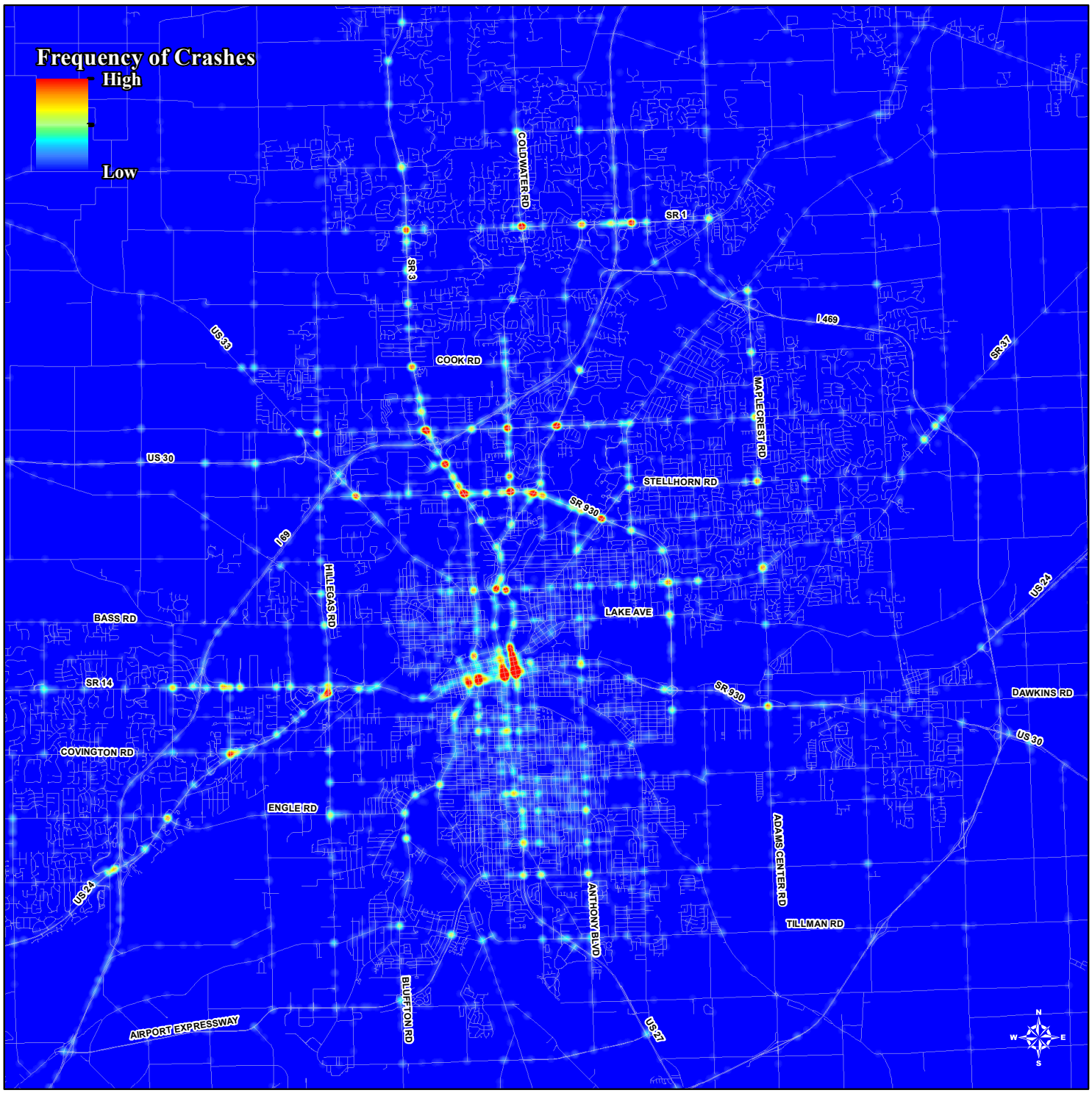
The second product from annual crash data is a summary or listing of the hazardous crash locations from the previous

Figure 45 - 2023 Crash Data



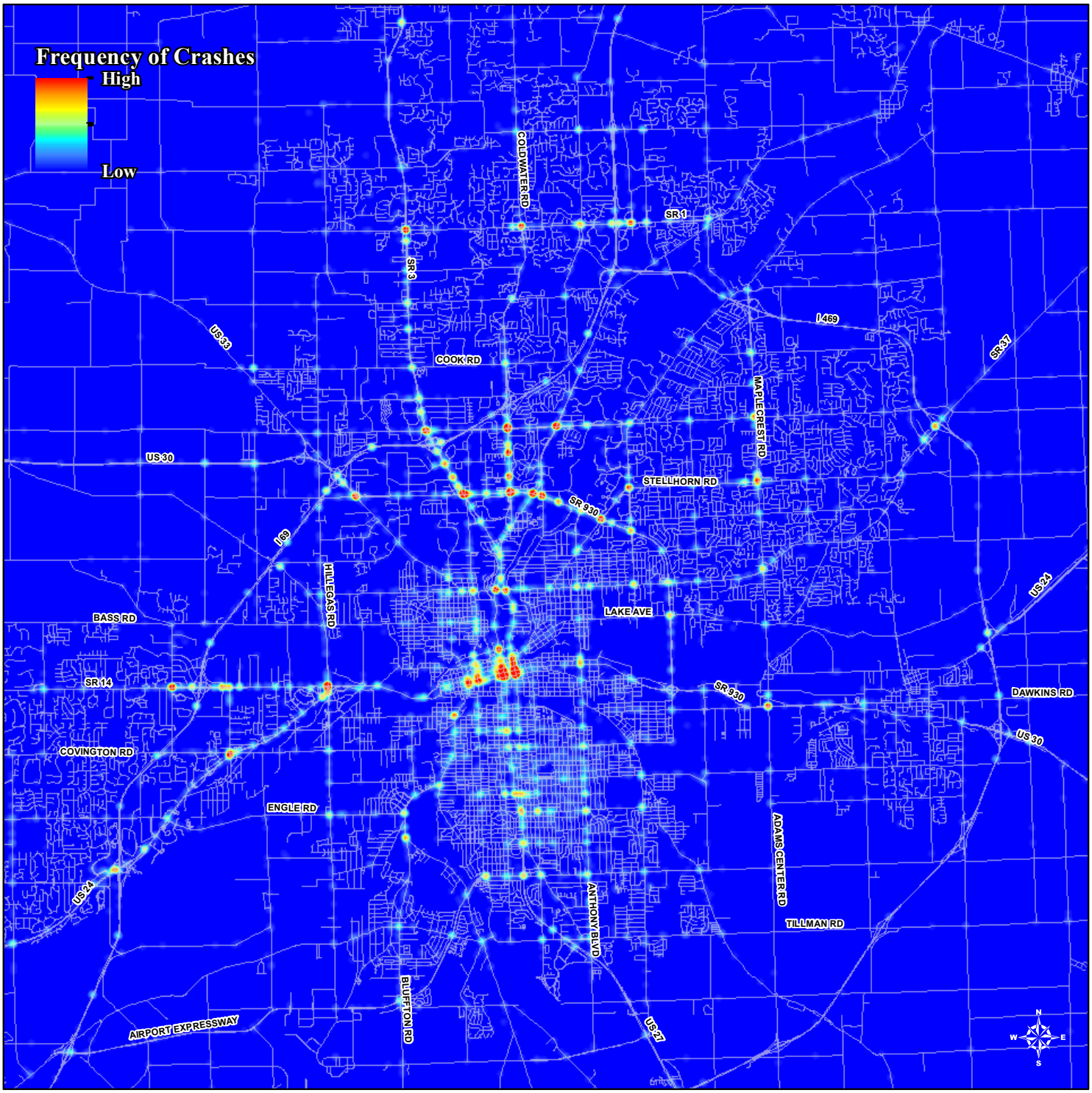
year. Every year staff utilizes two procedures to identify crash locations with a higher frequency of crashes and another for locations with a lower crash frequency. Identification of crash frequency is provided through use of GIS software that creates buffers around intersection crash locations. The 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.

Figure 46 - 2022 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 47 - 2021 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 2024 staff reviewed all the crash location listings created for 2021, 2022, and 2023 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 2021, 2022, and 2023. These locations were then reviewed using crash rates and RoadHAT (Roadway Hazard Analysis Tool) software developed by the Indiana Department of Transportation and Purdue University.

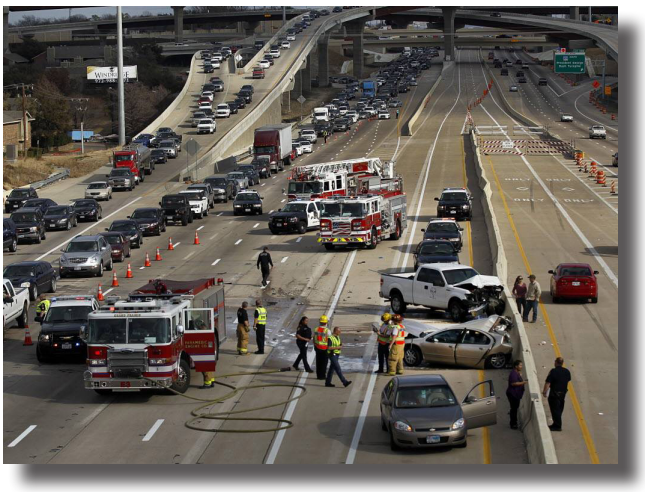
RoadHAT software considers the total number of crashes, traffic volume, total number of injury/fatal crashes, facility type and location type (US Route, State Route, Rural or Urban). The software was developed to compare the number of crashes and severity of the crashes at a location being reviewed to 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.

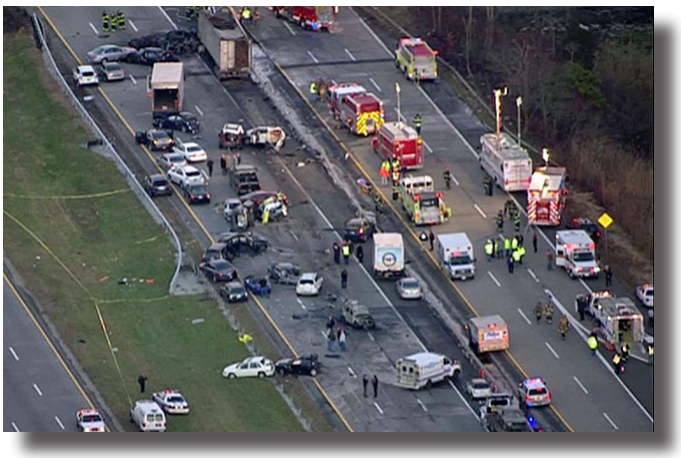
Staff will review the locations selected to determine the cause of all the crashes and provide collision diagrams to TTC to determine what course of action to take to mitigate crashes at each location. The listing of locations will continue to be updated annually to review trends and previously identified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

The Northeastern Indiana Regional Coordinating Council (NIRCC) completed a Comprehensive Safety Action Plan in Fiscal Year 2023 for Allen County. The plan was developed through a cooperative effort of identified stakeholders in the area. The plan includes a Toward Vision Zero Policy that was adopted by locally elected officials. The plan utilized crash data from 2018-2022 to derive crash details related to serious injury and fatal collisions within Allen County. These details were mapped and analyzed to develop strategies to mitigate future collisions and aid local officials in reaching crash reduction target goals. The plan was utilized by the City of Fort Wayne to obtain Safe Streets for All funds for improvements for the Broadway and Taylor Street intersection and corridor. The plan can be found at: https://www.nircc.com/safety.html. NIRCC continued to update the plan accordingly throughout FY 24.

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

The NE IN TIM Committee has 34 local representatives certified to conduct training to first responders. NIRCC has assisted in organizing 50 four hour TIM training sessions since December 2013. Through these training efforts, 1770 first responders have been trained. Of these responders at least one or more responders from 121 different agencies have been reached through this training initiative.

Congestion Management Process

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2024

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

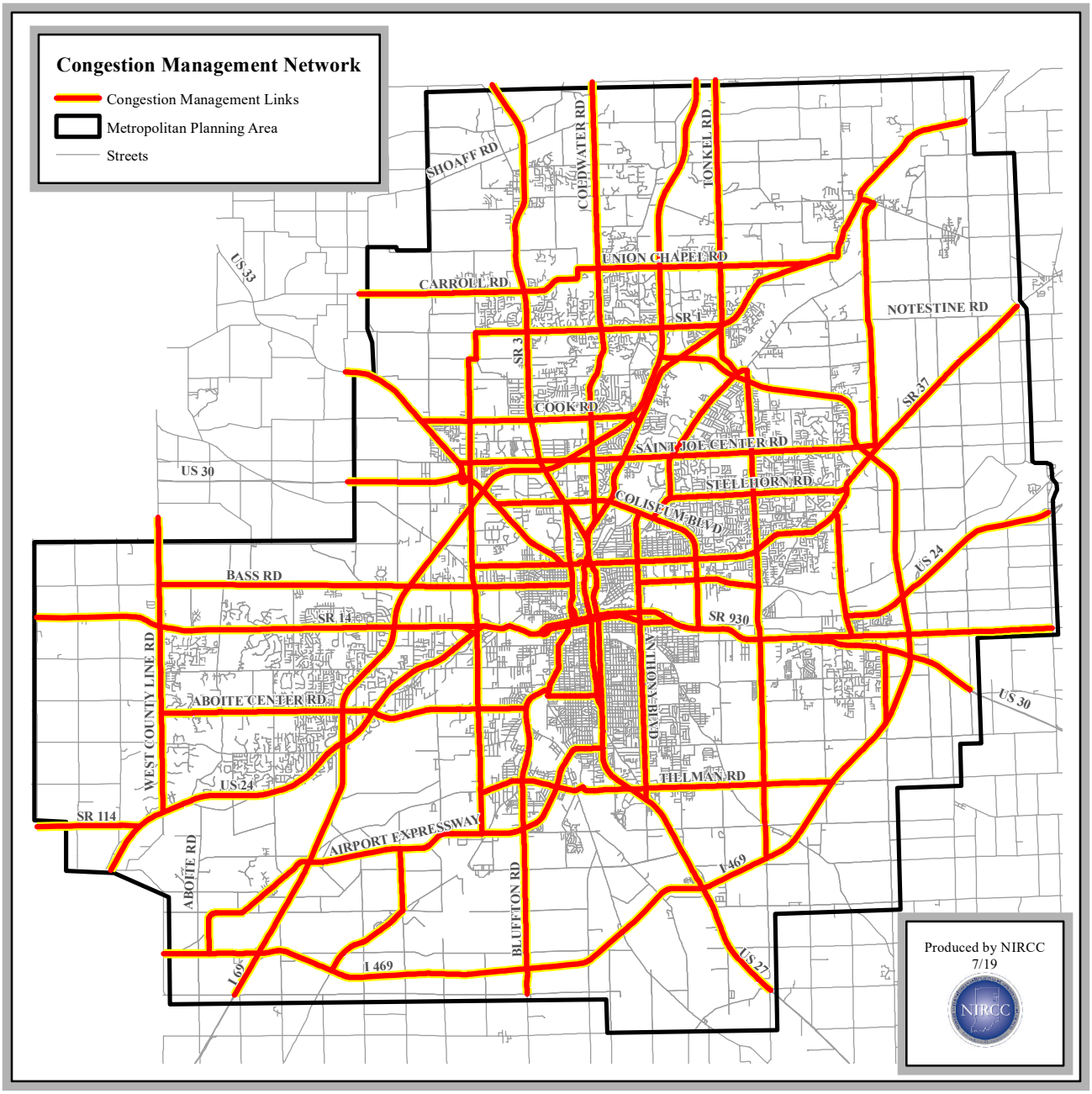
NIRCC's original Congestion Management Process Work Plan was completed in May 1995 and adopted by the Urban Transportation Advisory Board at its June 6, 1995 meeting. The work plan was submitted to the Indiana Department of Transportation, and an updated work plan was submitted at the conclusion of Fiscal Year 1996 and adopted in Fiscal Year 1997. The Fiscal Year 2024 CMP continues to utilize the work plan elements listed above to ensure all federal requirements are met. Staff worked on updating the CMP in FY 2023 with completion anticipated for FY 2024.

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 48.

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 48



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).

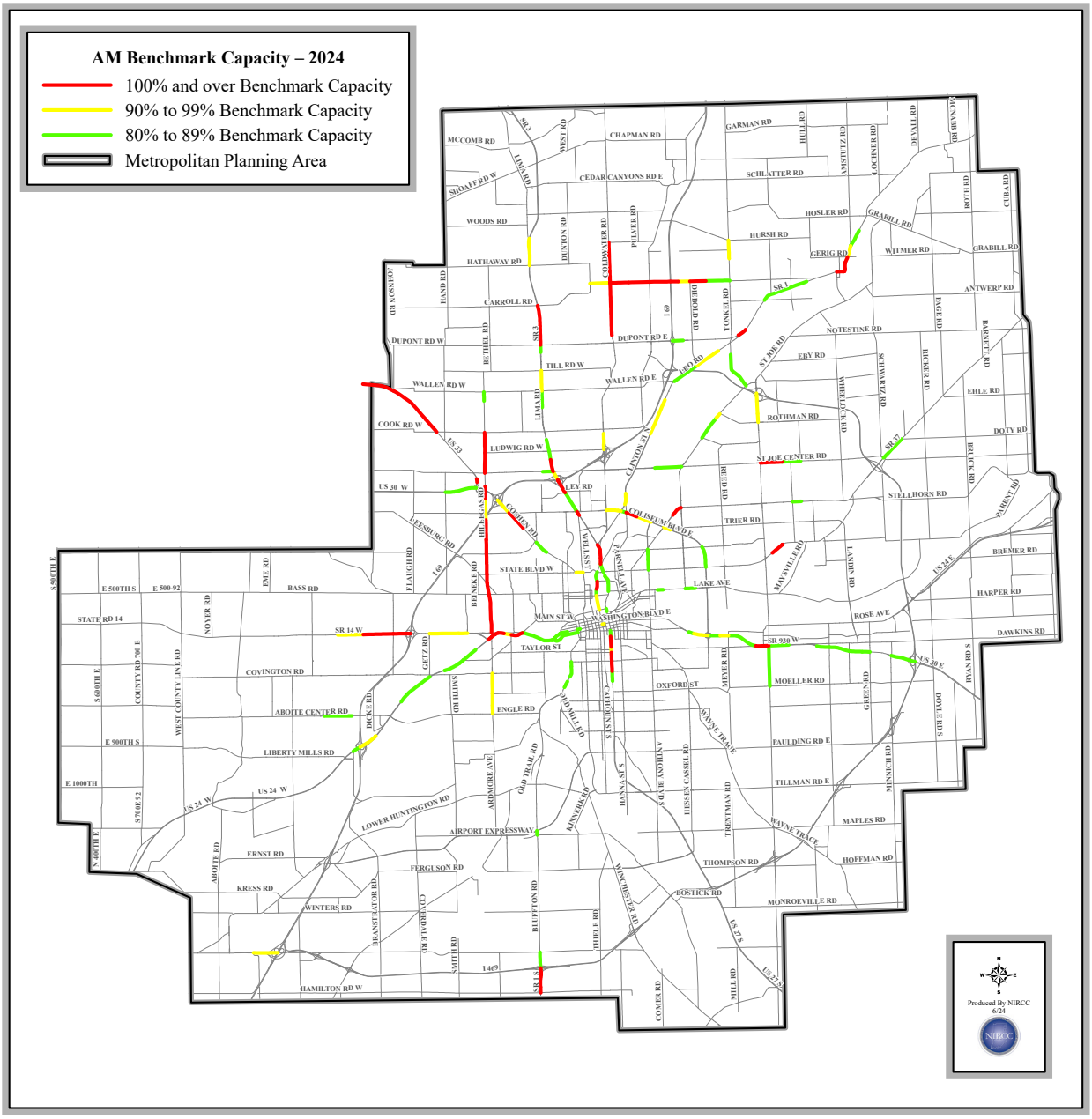
When analyzing the highway system for roads classified as collector or higher, the traffic monitoring program provides the majority of the data needed for a macro analysis. Existing traffic count data for all links within the study area is analyzed according to lane capacities. Roadway benchmark capacity 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 benchmark capacity ratios for peak periods. Based upon the recommended benchmark capacity ratios, staff identified which road segments exhibited benchmark capacity ratios above the acceptable limits. In FY 2024 staff worked on creating new factors for monitoring roadway capacities

The benchmark 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 benchmark capacity

ratio remains constant, the system is accommodating increases in travel demand without increased congestion.

All road segments in the TMA with benchmark capacity 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 benchmark capacity ratios exceeding 0.80 were considered as additional components of the congestion management network. The roadways with AM and PM benchmark capacity ratios exceeding 0.80 of their respective lane capacities based upon the macro analysis are displayed in Figures 49 and 50. Segments that have benchmark capacity ratios greater than 0.80; 0.90; and 1.0 have been separated by color.

Figure 49



In evaluating changes in congestion over time, it is important that each hour be evaluated, not just the peak hour. In locations where the benchmark capacity 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 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 (benchmark capacity ratios greater than 0.90) an extended number of hours (Figures 51 and 52). Corridors where benchmark capacity 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.

Figure 50

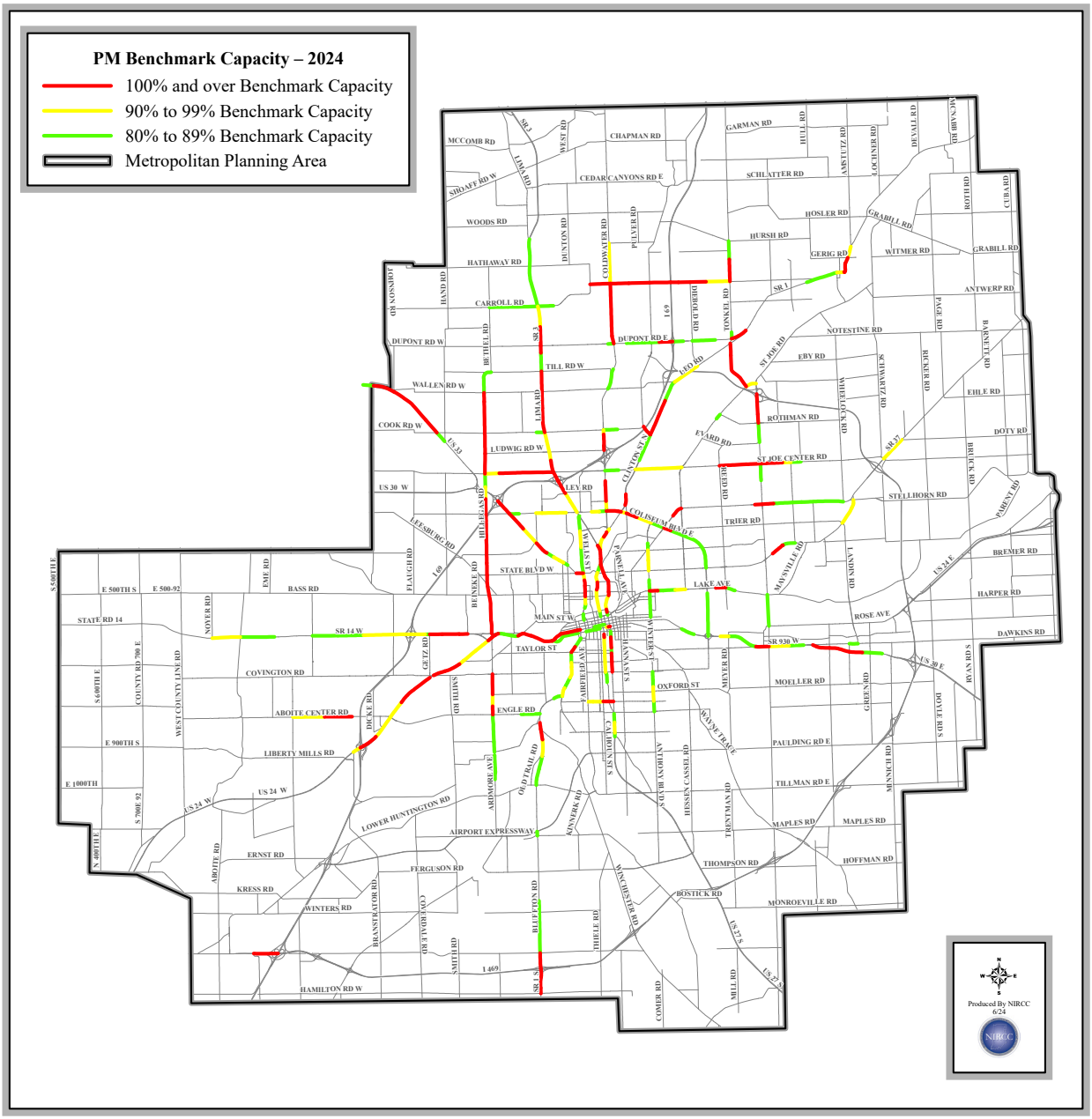
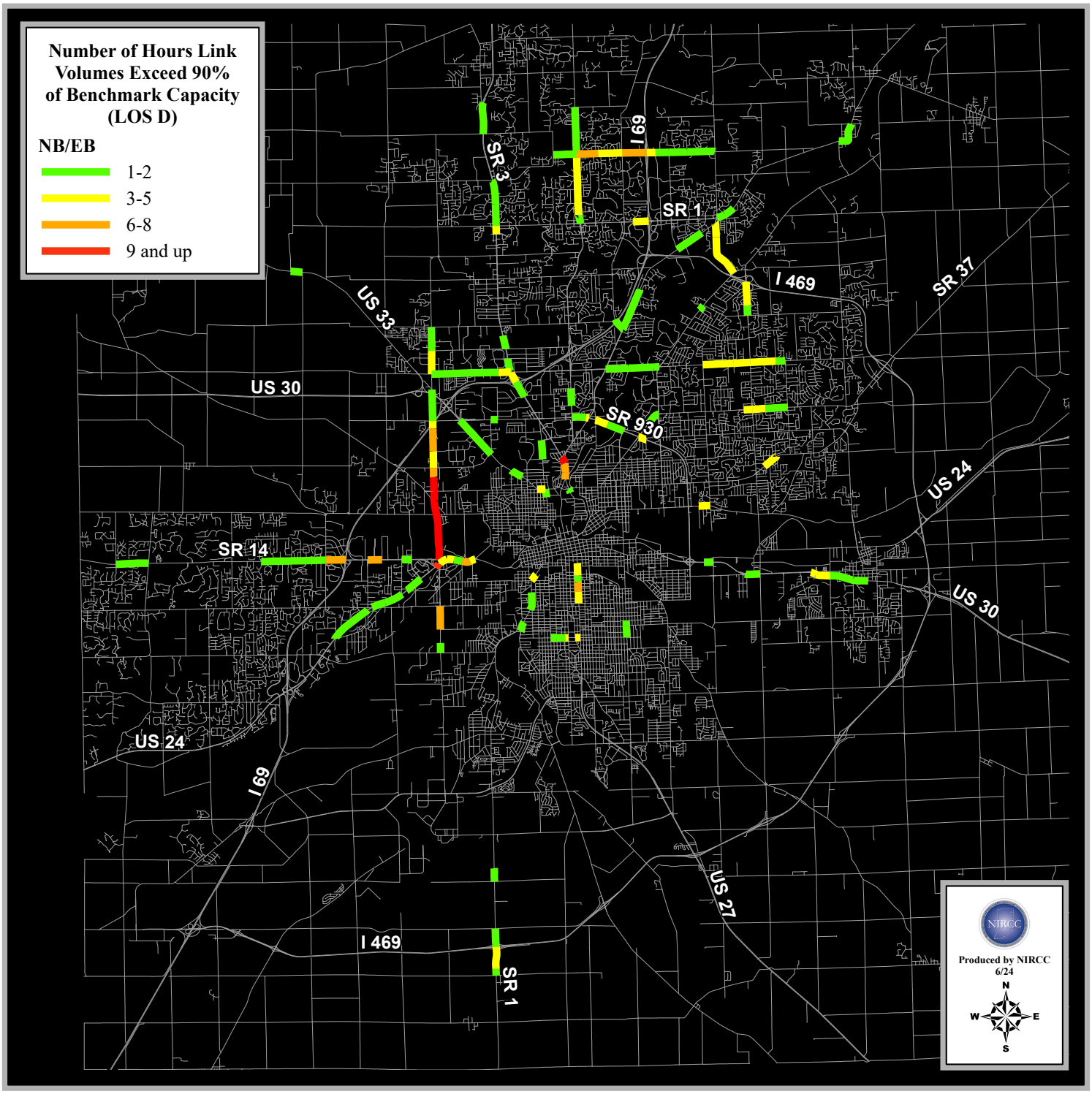


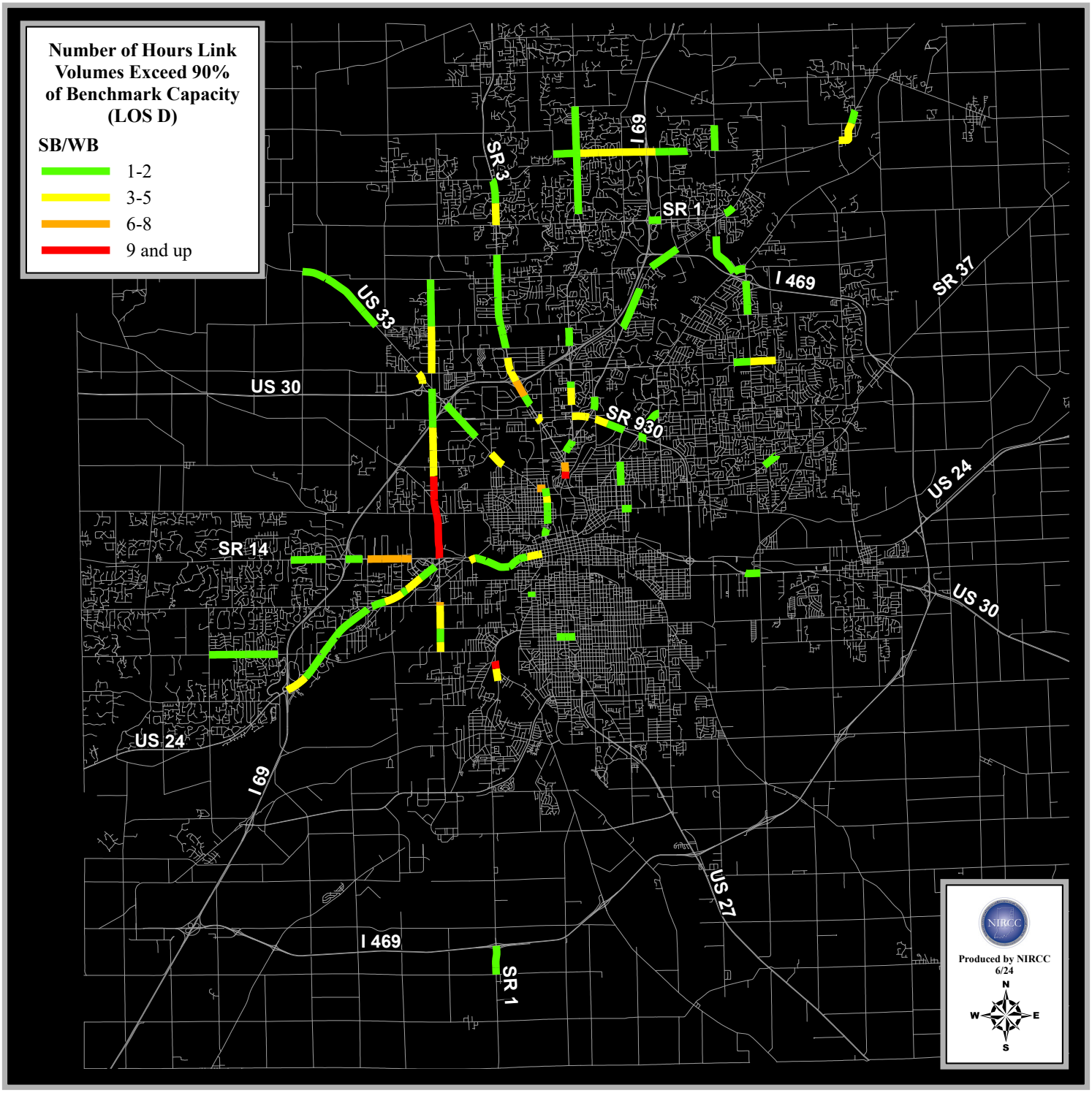
Figure 51



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

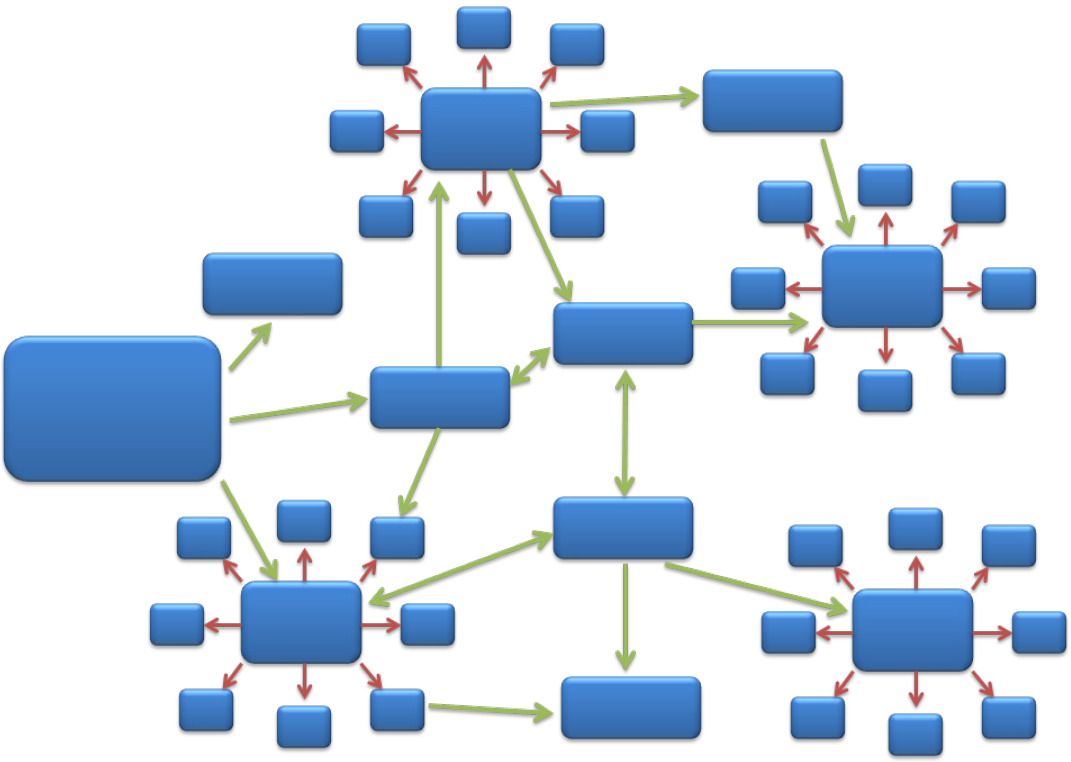
Figure 52



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. 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 (2023-2033). 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 the spring of 2012, the regional architecture went through another update so that it could be approved and submitted to the Federal Highway Administration. This update was included in the 2035 Long Range Transportation Plan. In 2017 the regional architecture was updated to be included with the 2040 Long Range Transportation Plan. In 2022 the regional architecture was updated and this update was included in the 2045 Long Range Plan.

The ITS architecture is continually monitored for updates by NIRCC Staff. In FY 2022 the ITS Architecture was converted to the latest version using FHWA's RAD-IT software. In FY 2023 staff worked to update the ITS architecture with completion and adoption in FY 2024.

Bicycle and Pedestian Planning

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2024

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 the last 25 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 also taken 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. From 2007 to 2020 NIRCC relied on the Greenway Coalition for guidance as well as governmental and public input towards bicycle and pedestrian planning. The coalition was also made up of governmental parks, planning and highway agencies, advocacy groups, and special project organizations. The coalition had been meeting since April of 2005 and stopped in 2020. The coalition began meeting again in 2024.

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 53). 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, Grabill, Monroeville, and Woodburn have provided input or have been included in the plan as well.

Throughout the year NIRCC periodically updates the 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.

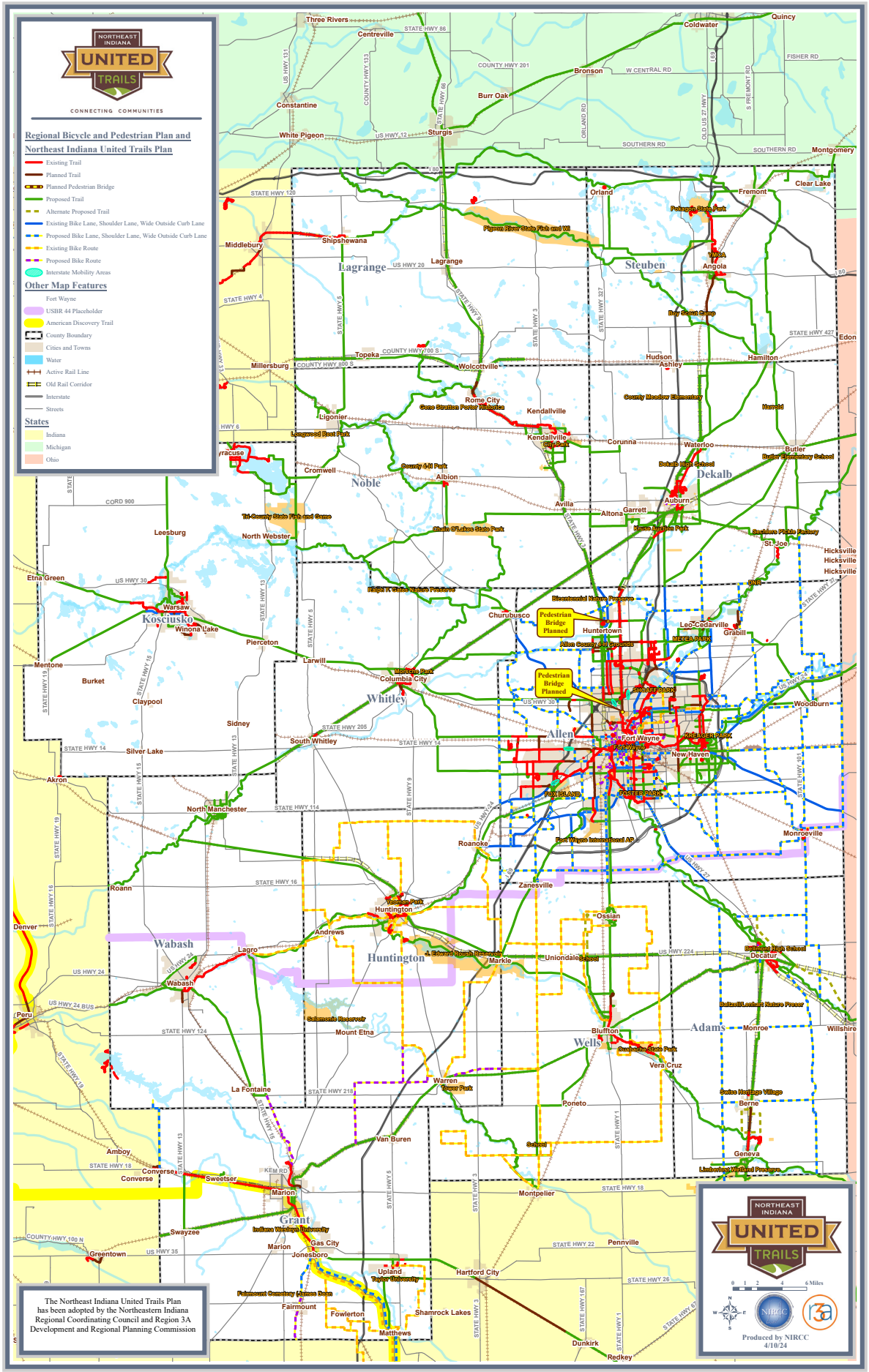


Figure 53

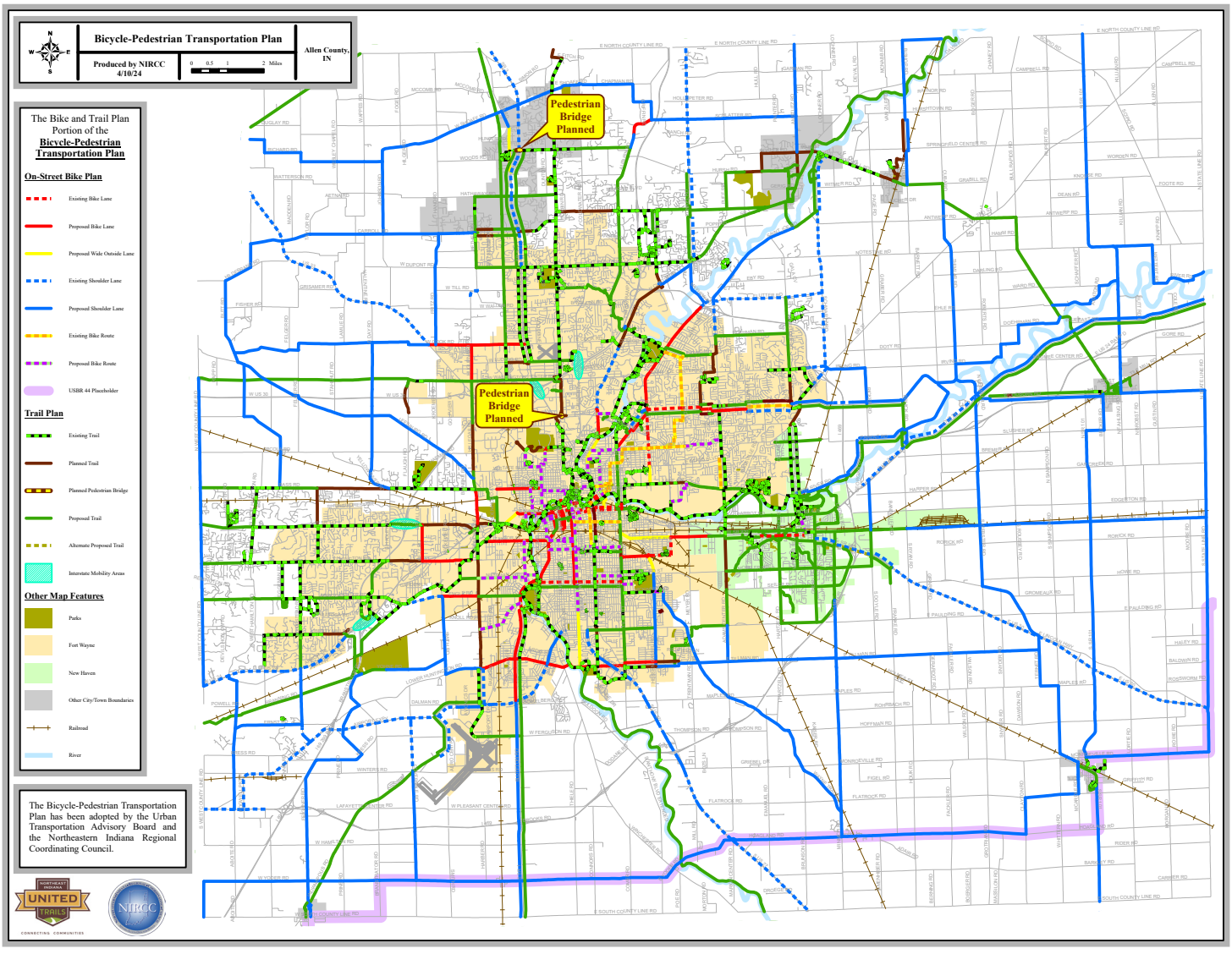
Regional Bicycle and Pedestrian Plan

In fiscal year 2013 NIRCC spent a significant amount of time updating the bicycle and pedestrian plan as part of the 2035 Long Range Transportation Plan update. To create a more usable and detailed plan that update took what used to be one map, which included all bicycle and pedestrian infrastructure, and separated it into three individual plan maps. These three maps consist of a bike plan (Figure 54) which includes trails and on-street bike infrastructure, a trail plan (Figure 55), and a sidewalk plan (Figure 56). The combination of these three maps, which has continued to be updated in the same way, 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.

The Bike and Trail Plan (Figure 54) is really intended to show an overall bike network along with the trails plan.

Figure 54

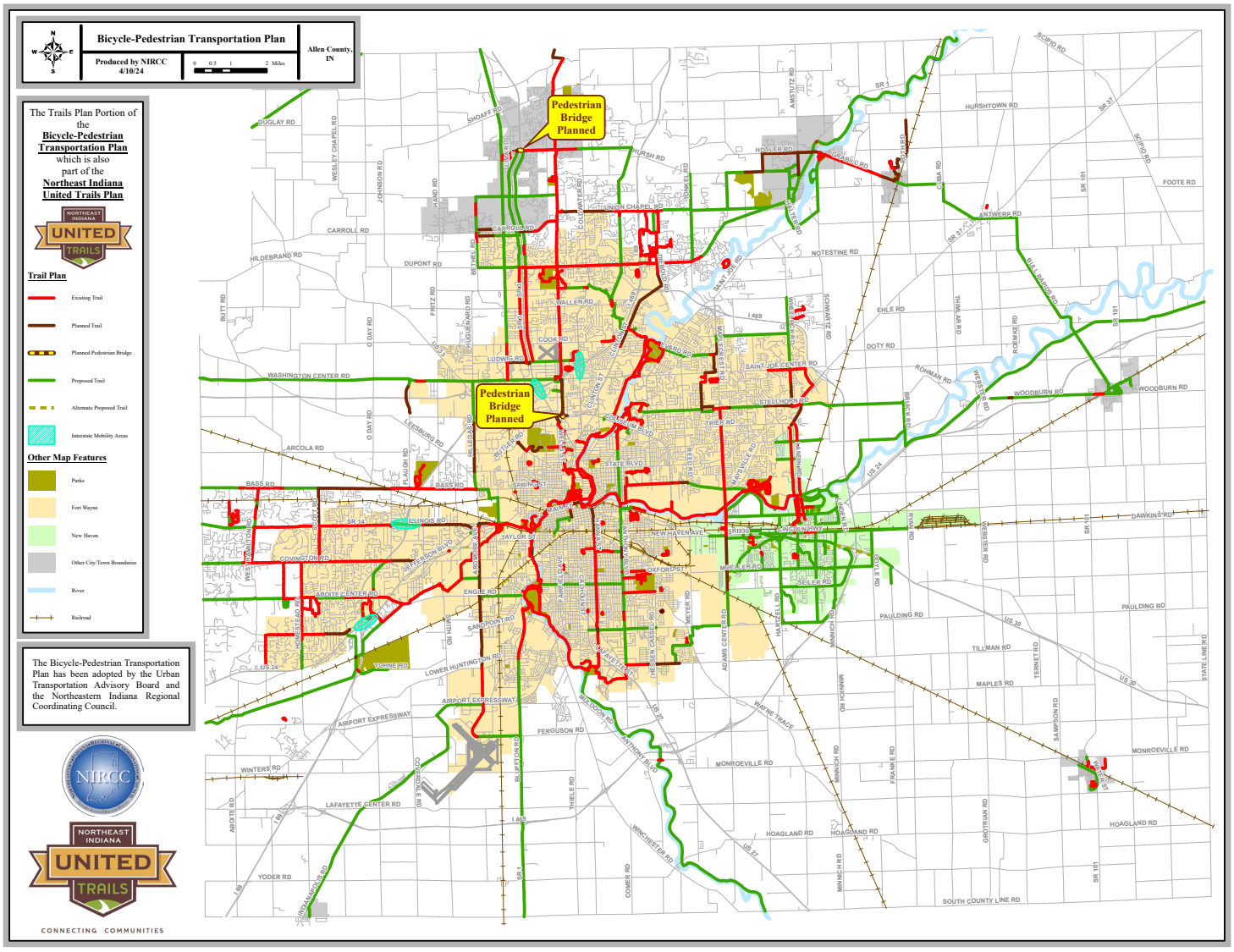
Bicycle-Pedestrian Transportation Plan: Bike and Trail Plan



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 55

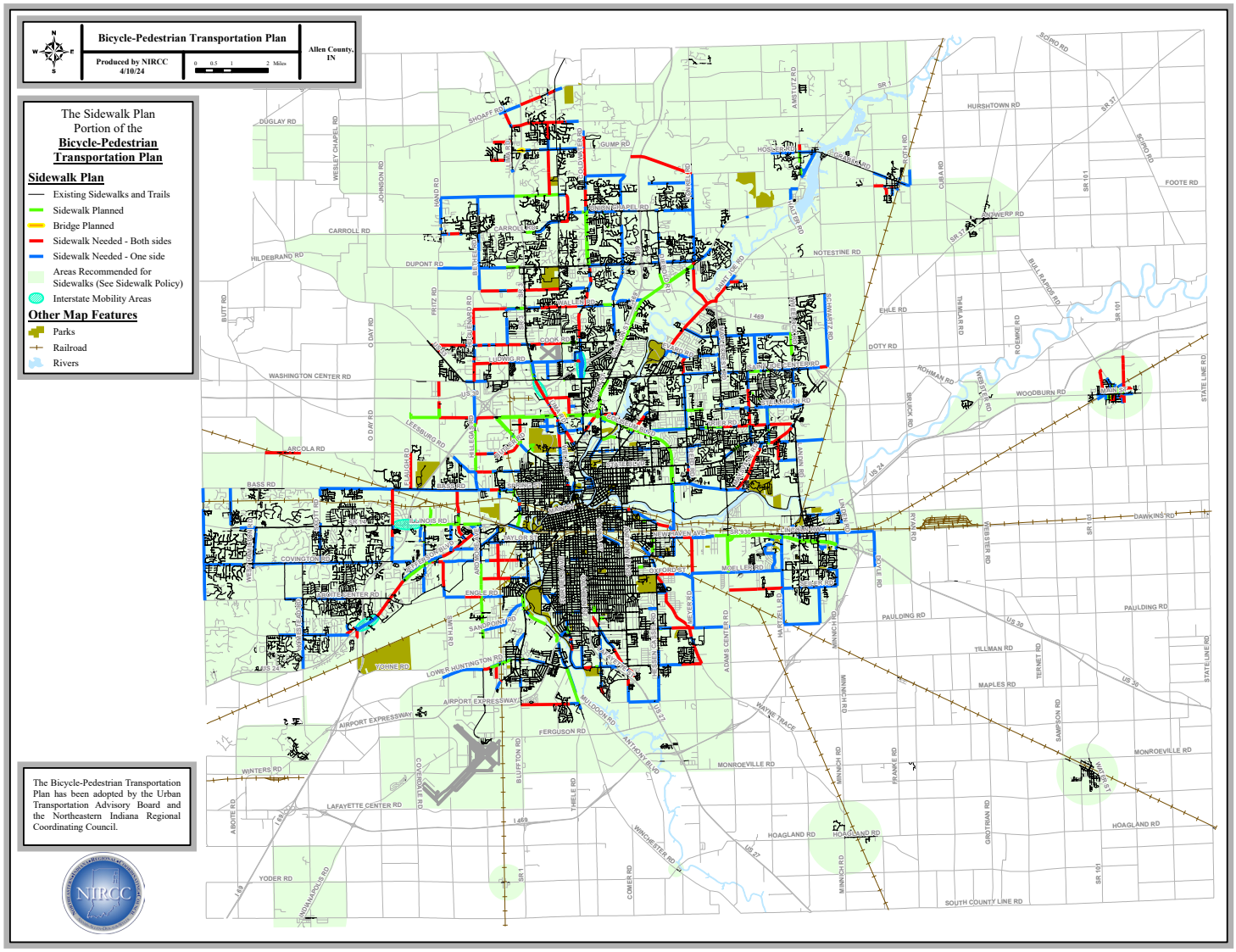
Bicycle-Pedestrian Transportation Plan: Trail Plan



The Trails Plan (Figure 55) 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 Trail Plan for Allen County is also part of the "Northeast Indiana United Trails plan" which covers the 12 county trail network in Northeast Indiana. 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 stage 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 56

Bicycle-Pedestrian Transportation Plan: Sidewalk Plan



The Sidewalk Plan (Figure 56) 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 roadway 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 2045 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.

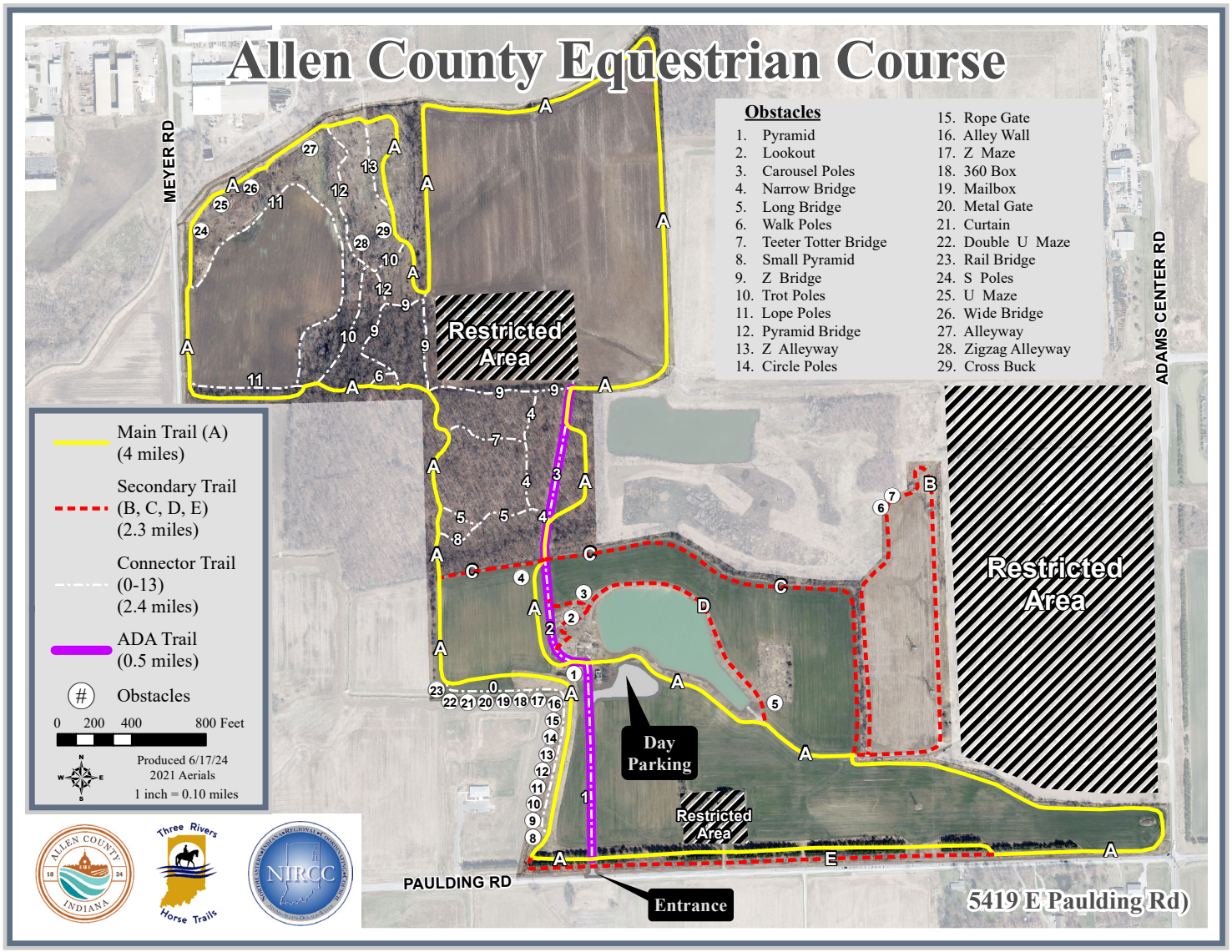
This past fiscal year NIRCC participated in a variety of bicycle and pedestrian planning activities. Some of the

common tasks NIRCC participated in or completed for bicycle and pedestrian planning include 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 and Trail Inventory.
- Updating NIRCC's website with bicycle and pedestrian planning documents.
- 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.
- 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.
- Assisted various local groups, governmental departments, agencies, and public with bicycle and pedestrian planning.
- Updating performance measures.
- Assisting with or administering various grants or grant awards.
- Providing support for the Northeast Indiana United Trails branding and wayfinding sign program and working on individual projects and plans.

In Fiscal Year 2024 NIRCC assisted in or worked on a number of projects. One of the newer initiatives NIRCC has been a part of was helping to plan and administer an Indiana Trails Program (ITP) grant for the first horse trail park in Allen County. NIRCC was on the board of the Three Rivers Horse Trails nonprofit organization and assisted with identifying and mapping potential horse trail routes, identifying potential properties for trailheads and potential horse trails, conducting environmental analysis for potential sites, creating conceptual designs for trailheads, producing

Figure 57



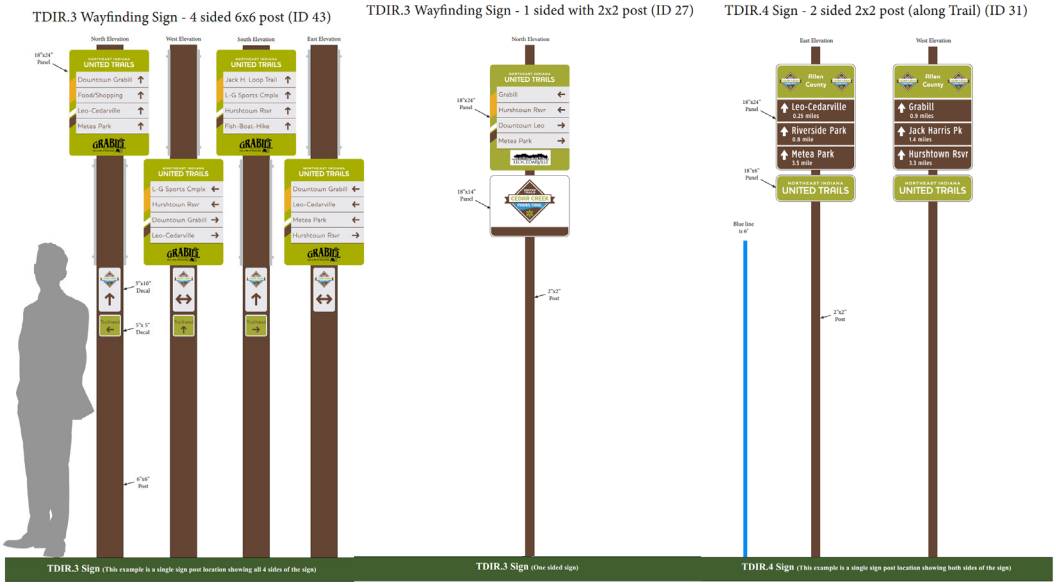
graphics and maps for public meetings, and assisting with grant proposals.

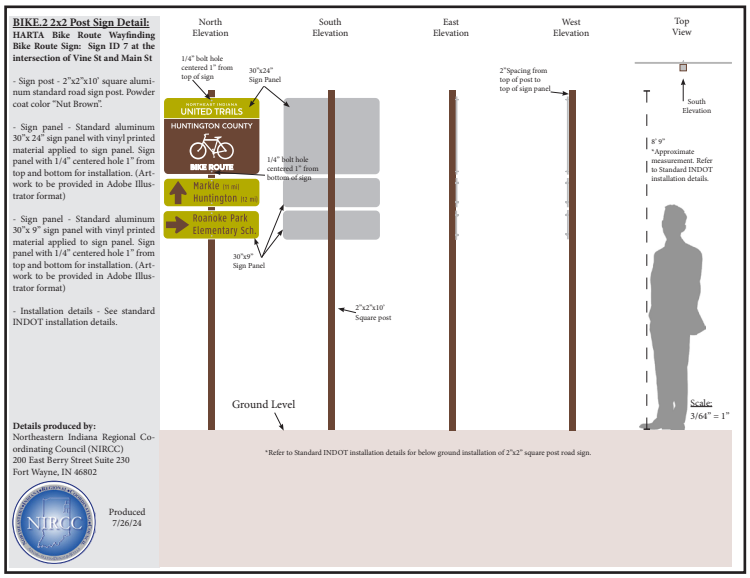
In FY 24 NIRCC assisted the Three Rivers Horse Trails and Allen County with administering the awarded Indiana Trails Program (ITP) grant. The grant award, along with local funding from Allen County, provides funding for approximately 9 miles of horse trails and a trailhead to park trucks and trailers for people using the trails. The trailhead includes the following ADA accessible features: ADA parking, a special mounting area that is accessible, available water hydrant for horse use, an area with a picnic table, and bathroom access. Figure 57 shows the final layout of the built horse park.

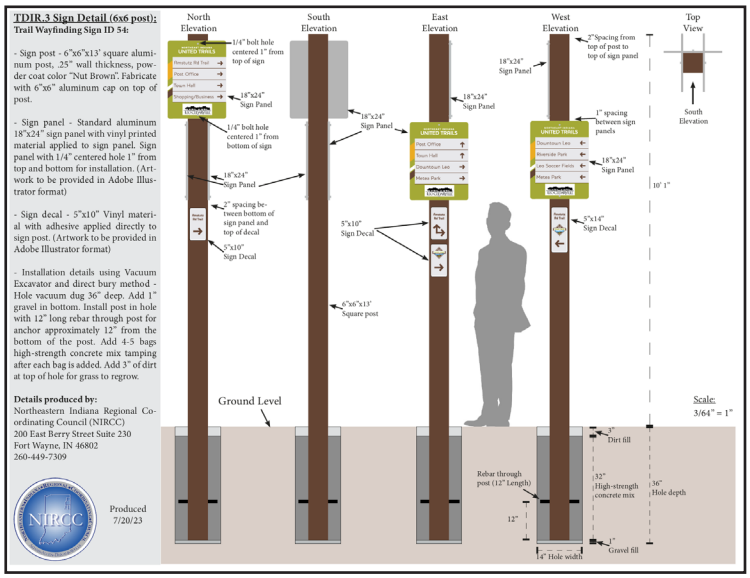
NIRCC continued to serve on the Poka-Bache Coalition this past fiscal year and participated in the Poka-Bache Task Force meetings. The Task Force meets monthly and works to further develop the Poka-Bache Connector Trail and push towards completion. The Poka-Bache Connector is a planned 81-mile long regional trail that will connect Pokagon

State Park in Angola with Ouabache State Park in Bluffton, traveling through 4 counties and 7 cities and towns. The Task Force was created with representatives from each jurisdiction and bound by an interlocal agreement.

NIRCC continued to work on the branding and wayfinding initiative for the region. Templates were made for different sign types so signs could be produced. Design and material details were produced for a number of sign types as well. The brand and wayfinding signage guidelines manual is provided to the public on NIRCC's website. Files of sign designs and templates are available upon request from NIRCC. Some of the wayfinding projects that were worked on for the United Trails system included projects in the City of Huntington, Huntington County, Allen County, City of Fort Wayne, Town of Leo-Cedarville, and the Town of Grabill. Following are rendering examples of the sign types used.







Red Flag Environmental Investigations

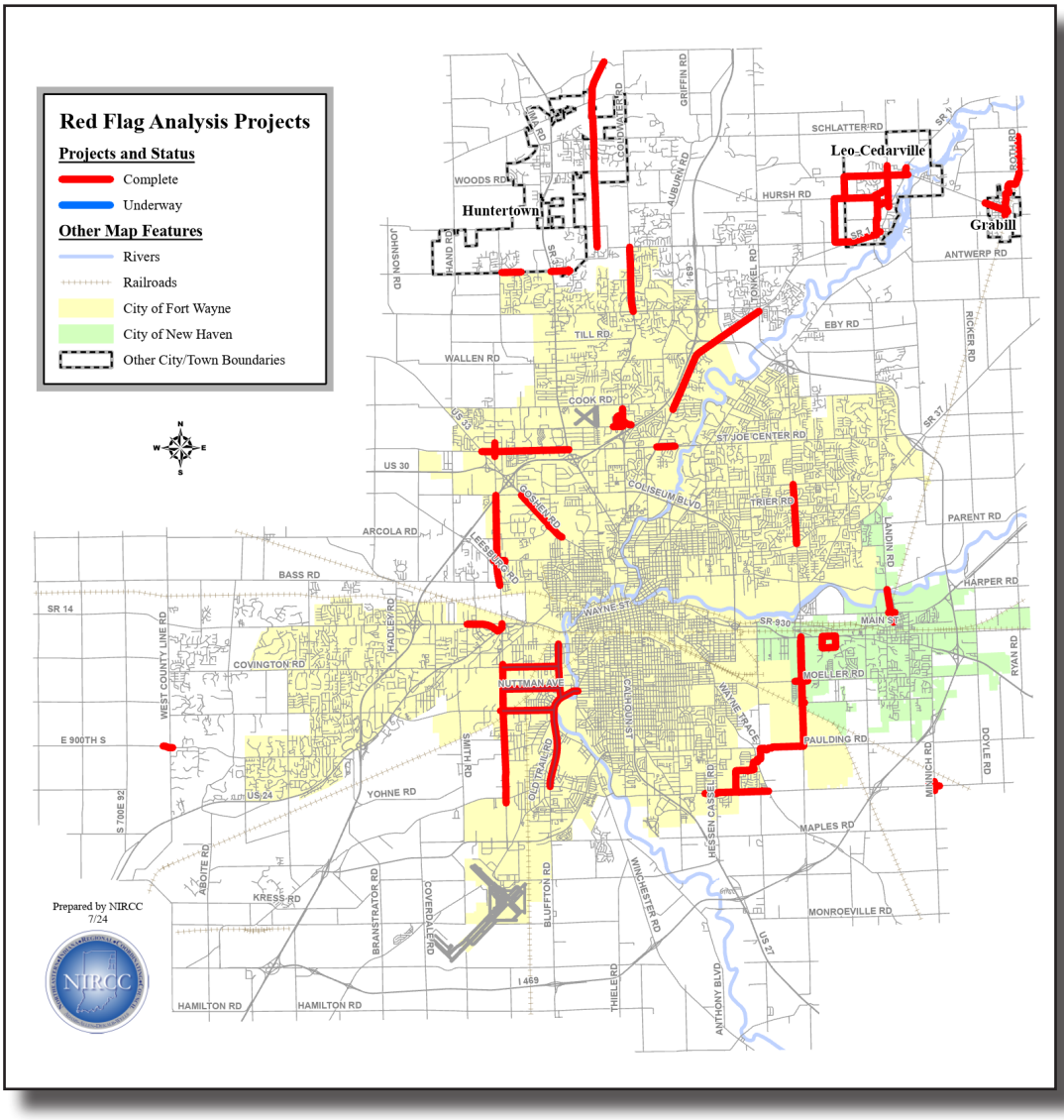
Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2024

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 58



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 24 NIRCC completed work on four Red Flag Investigations (RFIs) which included completion of the revised final draft of the Carroll Rd Roundabout RFI for the Town of Huntertown and the Washington Center Road RFI, the addendum Hillegas Road RFI, and the Goshen Road RFI for the City of Fort Wayne. The RFIs NIRCC has completed

to date are shown in Figure 58. Throughout the Fiscal Year NIRCC also completed 9 Early Coordination reviews and 4 RFI summaries for various grant and road projects which requires referencing the same data used to complete Red Flag Investigations. NIRCC continued to update analysis data for future Red Flag Investigations and Early Coordination efforts as well.

Red Flag Investigations analyze projects 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.

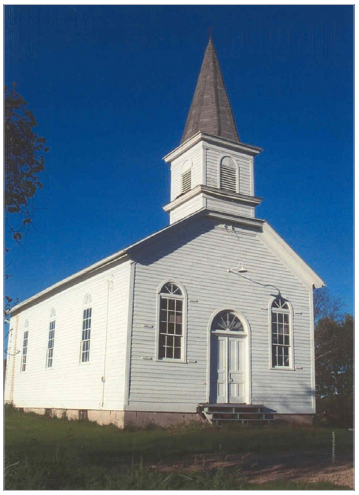
2. Water Resources – Examples include rivers, streams, special interest waterways, wetlands, floodplain, etc.

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.



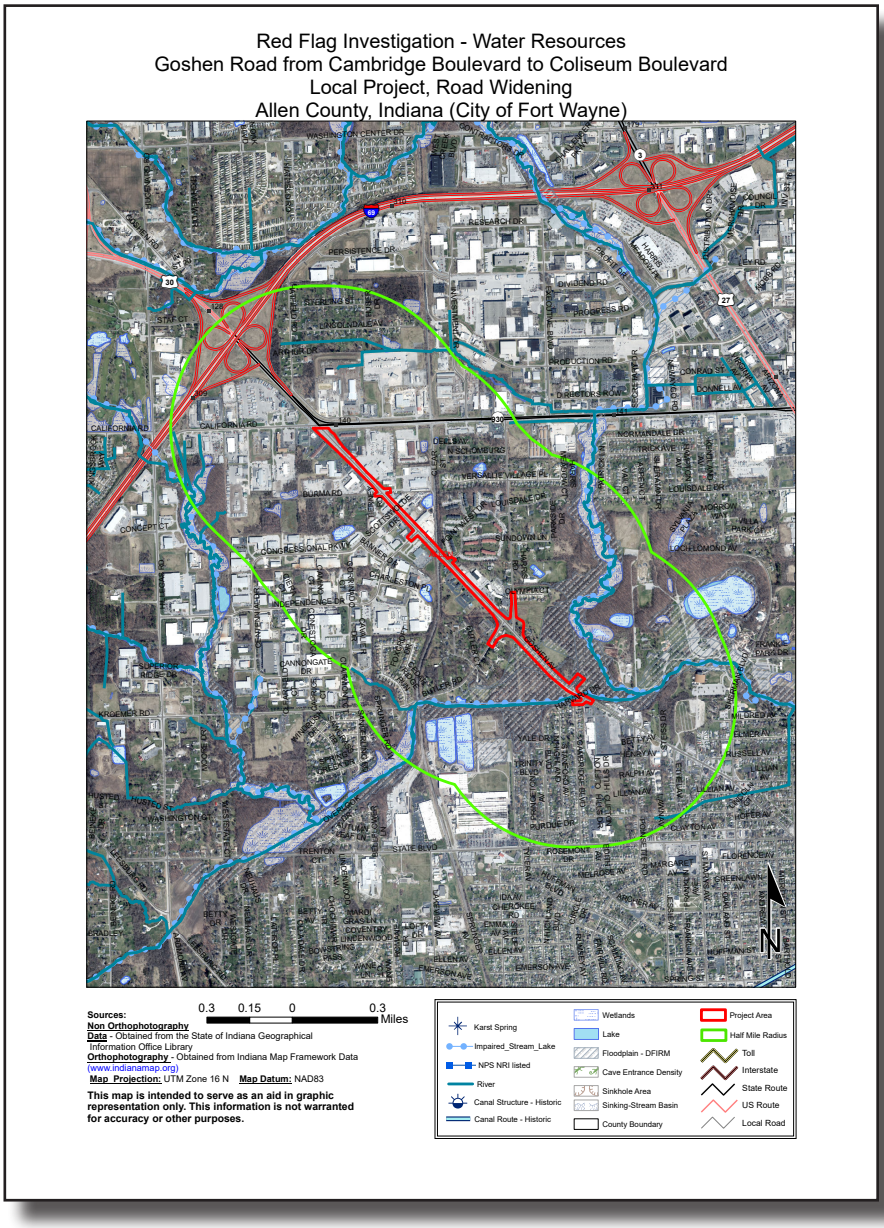
6. Cultural Resources – Examples include historic sites and districts, potential historical sites and districts, select and non-select bridges, and properties identified in interim reports.

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 59 and 60 give you examples of two maps included in the report NIRCC worked on this past fiscal year for Goshen Road. Figure 59 is the map which identifies "Water Resources" near the project area and Figure 60 displays "Infrastrucure" items identified in the red flag analysis.

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

Figure 59



Resources" table and "Infrastructure" table from the Goshen Road project in Figures 61 and 62. 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 60

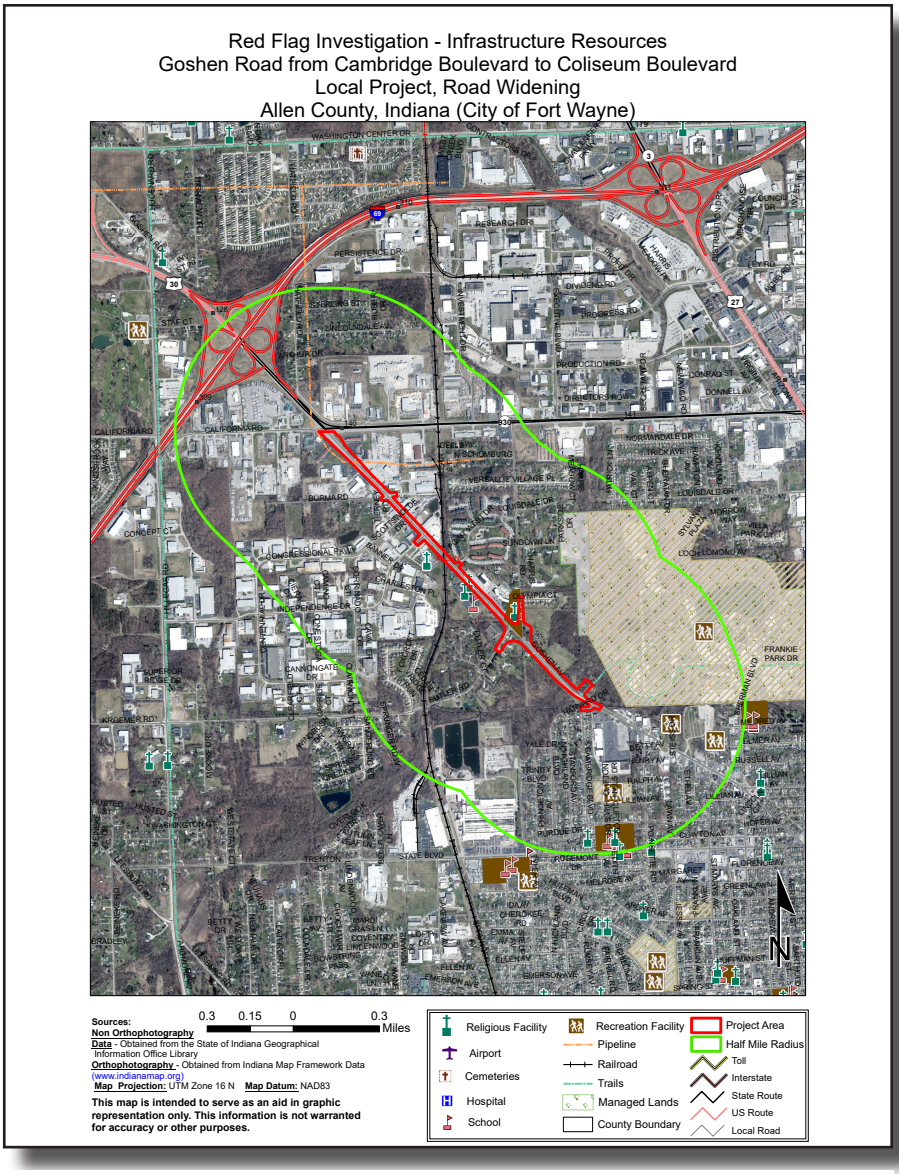


Figure 61

WATER RESOURCES TABLE AND SUMMARY

Water Resources
Indicate the number of items of concern found within the 0.5 mile search radius. Items in ( ) are the number of items that are adjacent to or within the project area. If there are no items, please indicate N/A:

Karst Springs	N/A	NWI - Wetlands	**26(0)**
Canal Structures – Historic	N/A	Lakes	**14(0)**
NPS NRI Listed	N/A	Floodplain - DFIRM	**21(4)**
IDEM 303d Listed Streams and Lakes (Impaired)	**4(1)**	Cave Entrance Density	N/A
Rivers and Streams	**9(1)**	Sinkhole Areas	N/A
Canal Routes - Historic	N/A	Sinking-Stream Basins	N/A
High Capacity Wells (Wellhead Protection Areas/Source Water Areas)	N/A	Line of Protection – Flood Levee	N/A

Figure 62

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure
Indicate the number of items of concern found within the 0.5 mile search radius. Items in ( ) are the number of items that are adjacent to or within the project area. If there are no items, please indicate N/A:

Religious Facilities	**4** (2)	Pipelines	**1** (1)
Airports[1]	**1** (0)	Railroads Active	**7** (1)
Cemeteries	N/A	Railroads Abandoned	N/A
Hospitals	N/A	Managed Lands	**2** (1)
Schools	**3** (1)	Trails Existing	N/A
Recreational Facilities	**3** (1)	Trails Proposed/Planned	**1**(1)

[1]In order to complete the required airport review, a review of public airports within 3.8 miles (20,000 feet) is required.

Transit Planning Activities

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2024

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 updates, and the Coordinated Public Transit-Human Services Transportation Plan for Allen County (updated in FY 24, see summary below). 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 maintaining the local Transportation Resource Guide (updated in FY 24, see summary below).

In Fiscal Year 2024, Transit Planning Activities completed by NIRCC staff included the facilitation of Section 5310 Local Funding, 2024-2028 Coordinated Public Transit-Human Services Transportation Plan for Allen County Update and an update of the Transportation Resource Guide. A summary of these activities is provided below.

Federal Transit Administration's Section 5310 Program

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 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 (available

at www.nircc.com). All projects selected for funding from this FTA program must be derived from this coordinated plan and be competitively selected. NIRCC completed an update of the Coordinated Public Transit-Human Services Transportation Plan for Allen County in Fiscal Year 2024 (see summary below).

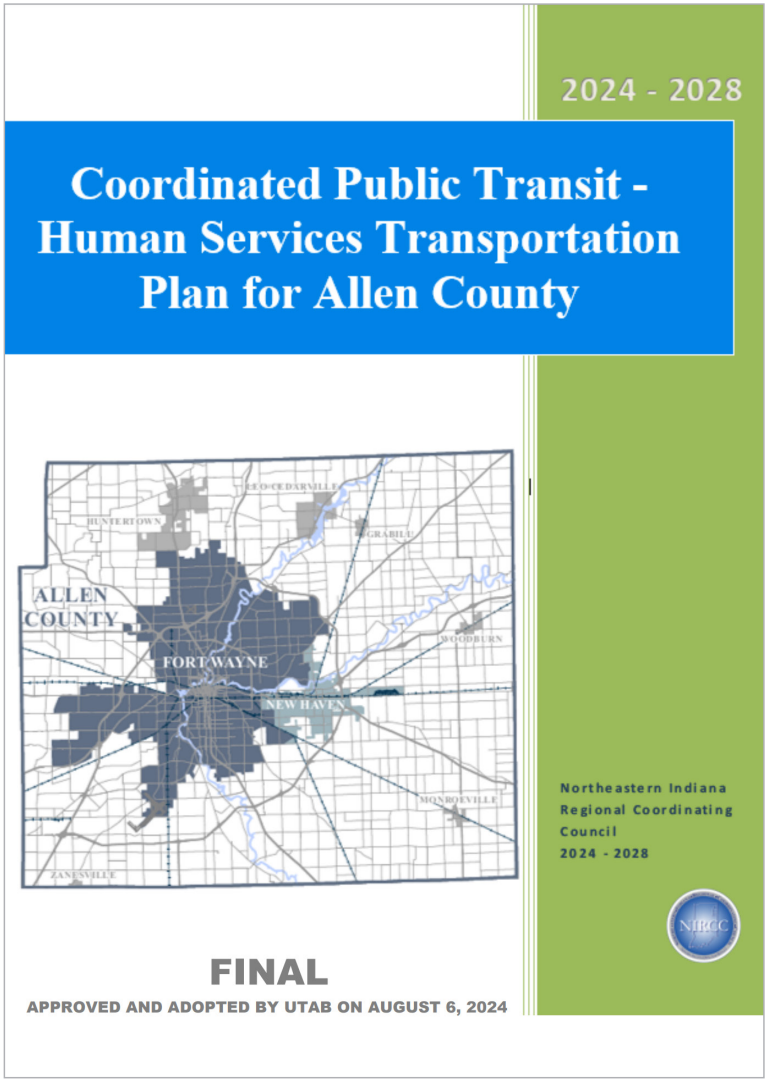
NIRCC, in coordination with Citilink (designated recipient of the Section 5310 funds for the Fort Wayne Allen County Urbanized Area), has established a process to distribute capital and operational funding from the Section 5310 Program. Historically, capital and operational funding rounds were held separately. Typically, a Section 5310 Capital funding round was held on an annual basis. While the Section 5310 Operational funding round was 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). However, during the development of the 2024-2028 Coordinated Plan Update, Citlink determined that moving forward, Section 5310 funding rounds would be held at their discretion consistent with their Section 5310 Program Management Plan and the Coordinated Plan.

The Section 5310 Capital program awards vehicles to area non-profit agencies providing transportation to seniors and individuals with disabilities. The capital program provides 80% of the total vehicle cost, requiring a 20% local match from the applicant. Typically, a call for projects was issued each February with awards announced each June. However, in Fiscal Year 2024, the call for projects for the capital program was not held, instead Citlink awarded 55% of the annual allocation directly to the Community Transportation Network (CTN) to assist with the purchase of replacement vehicles since they were an existing Section 5310 Sub-Recipient and could document the need for the replacement vehicles.

The 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. The operational program provides 50% of the total project cost, requiring a 50% local match from the applicant. Typically, a call for projects was issued every other July with awards announced every other October. In Fiscal Year 2024, the call for projects for the operational program was not held, instead Citilink awarded 45% of the annual allocation directly to CTN to provide additional medical transportation trips for seniors and individuals with disabilities during 2025, continuing the service that began in 2023 and ran through 2024.

Historically, the Section 5310 program has provided approximately $1.4 million in capital funding to purchase over 30 accessible vehicles and approximately $1.5 million in operating funding to provide over 58,000 additional trips since 2007 in Allen County. A summary of the Section 5310 funding award history and the annual apportionments can be found at www.nircc.com.

2024-2028 Coordinated Public Transit-Human Services Transportation Plan for Allen County

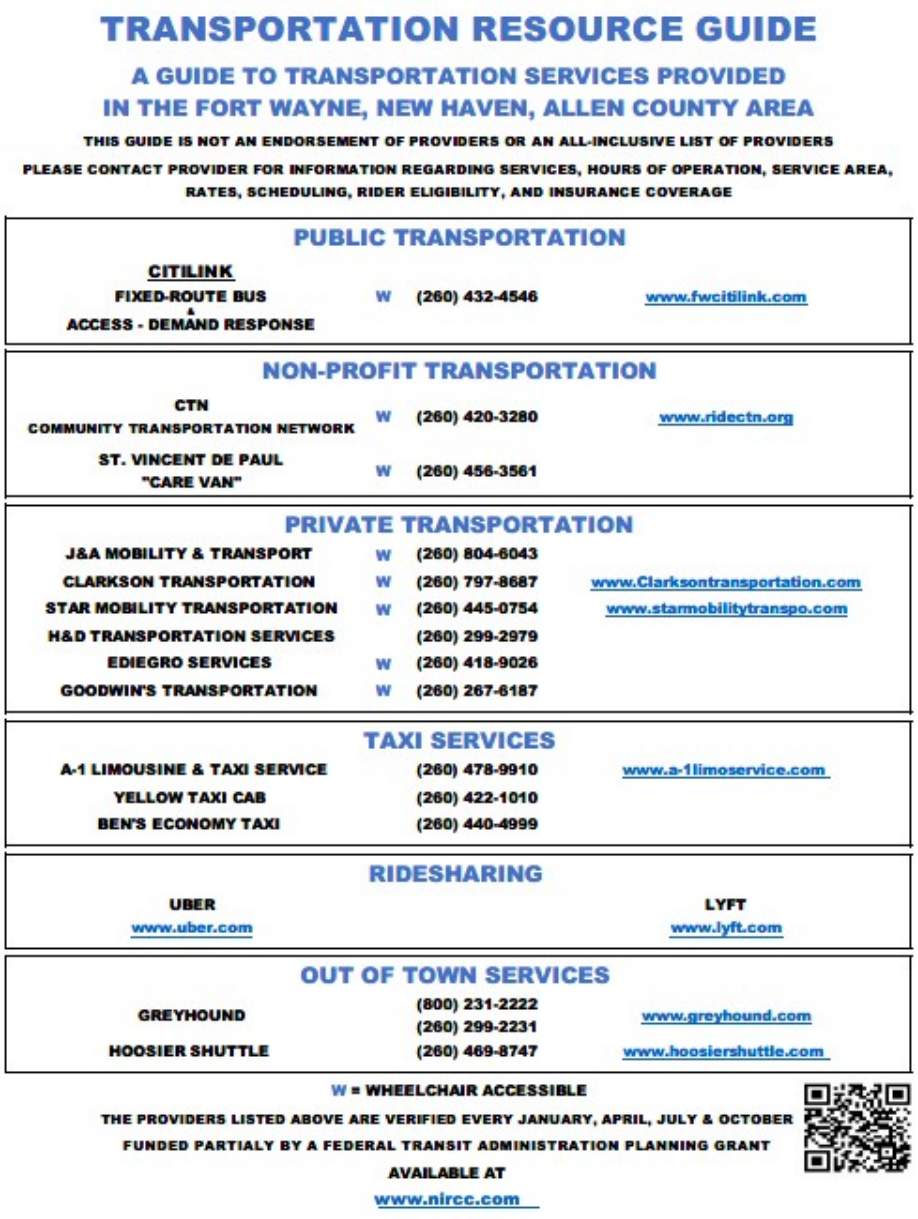


In fiscal year 2024, NIRCC, with the assistance of the TPC, completed the 2024-2028 Coordinated Public Transit-Human Services Transportation Plan for Allen County. The Coordinated Plan was initially completed in Fiscal Year 2007 and updated in Fiscal Years 2013 and 2017. This plan was originally required due to the 2005 SAFETEA-LU legislation which included a requirement for local areas to develop a coordinated public transit-human services transportation plan for all Federal Transit Administration (FTA) human service transportation programs that provide funding for transportation services, including the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program that is utilized within the Fort Wayne/Allen County Urbanized Area. Subsequent transportation authorizations, including the current 2021 Infrastructure Investment and Jobs Act (IIJA) have maintained the coordinated public transit-human services transportation plan requirement and that all Section 5310 projects selected for funding must be "derived from a locally developed, coordinated public transit-human services transportation plan," and that the plan be "developed through a process that includes representatives of public, private and nonprofit transportation and human services providers and participation by the public." The Plan's targeted populations are individuals with disabilities, older adults, and persons with limited incomes. The 2024-2028 Coordinated Plan provides the following: the identification of area transportation providers and services; the identification of transportation needs (geographical and non-geographical); the identification of transportation service gaps, redundant service, and priority issues; the identification and prioritization of strategies to address the gaps in service; and the project selection process. The new plan is available at www.nircc.com.

Transportation Resource Guide

In fiscal year 2024, NIRCC, with the assistance of the TPC and TAC, completed an update of the Transportation Resource Guide. The Guide lists available transportation resources in Allen County and provides contact information

on the public, not-for-profit, and private transportation resources available. NIRCC has consistently developed and distributed this guide since the 1990's. The newest version of the Guide is verified quarterly and updated as needed. The Guide is available at www.nircc.com.



TRANSPORTATION RESOURCE GUIDE

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

THIS GUIDE IS NOT AN ENDORSEMENT OF PROVIDERS OR AN ALL-INCLUSIVE LIST OF PROVIDERS

PLEASE CONTACT PROVIDER FOR INFORMATION REGARDING SERVICES, HOURS OF OPERATION, SERVICE AREA, RATES, SCHEDULING, RIDER ELIGIBILITY, AND INSURANCE COVERAGE

PUBLIC TRANSPORTATION

CITILINK FIXED-ROUTE BUS & ACCESS - DEMAND RESPONSE	W	(260) 432-4546	www.fwcitilink.com

NON-PROFIT TRANSPORTATION

CTN COMMUNITY TRANSPORTATION NETWORK	W	(260) 420-3280	www.ridectn.org
ST. VINCENT DE PAUL "CARE VAN"	W	(260) 456-3561	

PRIVATE TRANSPORTATION

J&A MOBILITY & TRANSPORT	W	(260) 804-6043	
CLARKSON TRANSPORTATION	W	(260) 797-8687	www.Clarksontransportation.com
STAR MOBILITY TRANSPORTATION	W	(260) 445-0754	www.starmobilitytranspo.com
H&D TRANSPORTATION SERVICES		(260) 299-2979	
EDIEGRO SERVICES	W	(260) 418-9026	
GOODWIN'S TRANSPORTATION	W	(260) 267-6187	

TAXI SERVICES

A-1 LIMOUSINE & TAXI SERVICE	(260) 478-9910	www.a-1limoservice.com
YELLOW TAXI CAB	(260) 422-1010	
BEN'S ECONOMY TAXI	(260) 440-4999	

RIDESHARING

UBER www.uber.com	LYFT www.lyft.com

OUT OF TOWN SERVICES

GREYHOUND	(800) 231-2222 (260) 299-2231	www.greyhound.com
HOOSIER SHUTTLE	(260) 469-8747	www.hoosiershuttle.com

W = WHEELCHAIR ACCESSIBLE

THE PROVIDERS LISTED ABOVE ARE VERIFIED EVERY JANUARY, APRIL, JULY & OCTOBER

FUNDED PARTIALY BY A FEDERAL TRANSIT ADMINISTRATION PLANNING GRANT

AVAILABLE AT

www.nircc.com

SUMMARY

The Transportation Summary Report provides an overview of some of the transportation planning activities performed by the Northeastern Indiana Regional Coordinating Council (NIRCC) during Fiscal Year 2024. The Summary Report highlights a majority of the transportation planning activities conducted and the products produced by NIRCC during Fiscal Year 2024. 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 2024-2028 Transportation Improvement Program (TIP) represent the improvements selected for implementation. The 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), 2045 Transportation Plan, and many other documents and staff contact information.

Transportation Summary Report Fiscal Year 2024

Studies completed by the Northeastern Indiana Regional Coordinating Council

Transportation Summary Report Fiscal Year 2024

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