

## **URBAN TRANSPORTATION ADVISORY BOARD**

### **Minutes: July 2, 2024**

The Urban Transportation Advisory Board convened on Tuesday, July 2, 2024, at 1:30 p.m. in Conference Room 220, Citizens Square, Fort Wayne, Indiana.

The following were present:

Members (voting):

- Member Shan Gunawardena-Chair
- Member William Hartman-Vice Chair
- Member Chris Beebe
- Member Therese Brown
- Member Mike Fruchey
- Member Scott Hinderman
- Member Jason Kaiser
- Member John Metzinger
- Member Paul Spoelhof
- Member Patrick Zaharako

Member La’Kesha Stewart (non-voting)

The following were not present:

- Member Paul Lagemann
- Member Steve McMichael
- Member Stephanie Belch (non-voting)

Staff members present were Dan Avery, Executive Director; Jeff Bradtmiller, Senior Transportation Planner; Stephen Senior, Associate Planner and Debbie Magsam, Administrative Assistant. Seth Boyd, Tim Ehlerding, Phil LaBrash, Wendy Reust, Chad Salzbrenner, Adam Urschel, and Kyle Winling were also present.

Mr. Gunawardena brought the meeting to order. The first item of business was the approval of the May 14, 2024, minutes. Mr. Zaharako moved that the minutes be approved. Mr. Hartman seconded the motion and it carried.

Mr. Kaiser gave the progress report for INDOT. The contract letting date for several projects on I-469 has moved from July 2024 to August 2024. The contract letting date for several small structure pipe lining projects has moved from September 2024 to November 2024. The contract letting date for several bridge deck overlay projects has moved from July 2025 to February 2025. Several new bridge thin deck overlay projects along I-69 and I-469 were added to the list and the contract letting date is December 2025. Several new repair or replace joints along I-69 and I-469 were added to the list and the contract letting date is January 2026.

Mr. Hartman gave the progress report for Allen County Highway. The Grabill Road Bridge #29 project has had a decrease in federal funding due to right-of-way (RW) not required. Preliminary engineering (PE) at 100%. RW is at 100% and PE is at 95% for the Fogwell Parkway project. RW cost and federal funding were reduced for the Antwerp Road Bridge #15 project. PE is at 95% and there has been an increase in overall project cost for the Amber Road Bridge #226 project due to RW cost being higher than the original estimate. PE is at 90% for the Monroeville Road Bridge #277 project. The estimated overall project cost was updated to reflect the actual PE cost for the Coverdale Road-Indianapolis Road-Winters Road intersection project.

Mr. Metzinger gave the progress report for Citilink. A contract was awarded to install a new fare validation system. This will allow riders to pay from their mobile app. It is anticipated that next week Citilink will know if their application for discretionary funds to purchase low and no emissions buses is approved. Citilink applied for 10 million dollars to purchase 12 electric hybrid buses. The construction contract to replace the roof on the storage barn was awarded last month and the project will start in September. Citilink is facing a 2.5 million-dollar deficit. Current service levels may be affected next year. Mr. Gunawardena asked if fares are going to increase. Mr. Metzinger said it is being considered.

Mr. Zaharako gave the progress report for the City of Fort Wayne. A consultant will be under contract for the Ardmore Avenue project by this fall. The Tillman Road Bridge project is continuing in design and is past 30%. The North Clinton project is in preliminary design and working towards 30%. The Hillegas Road project is continuing in RW services. Bids will be open for the Bluffton Road Bridge project in October. The Goeglein Road Bridge project will bid August 2025.

There was no progress report for the City of New Haven.

There was no progress report for the airport.

The first item of new business was the Clinton Street Project Update presented by Seth Boyd and Adam Urschel from Structurepoint. This project is a joint City of Fort Wayne and Allen County project. The project will have three phases of construction. Phase I will be Riveroak Drive to Diebold Road. Phase II will be Auburn Road to Riveroak Drive and Phase III will be Diebold Road to Mayhew Road. The plan is to reconstruct and widen Clinton Street with two travel lanes in each direction and a two way left turn lane. A five foot sidewalk will be added to the west and northwest side of the road. A ten foot multiple use path will be added to the east and southeast side of the road. New curb and gutter, closed storm sewer, decorative lighting and signalization improvements are planned to be part of this project. Mr. Boyd went over the tentative project timeline. Construction activities are anticipated to begin in 2028. Ms. Brown asked if they had most of the right-of-way. Mr. Zaharako answered no and added they anticipate 50-70 parcels of land

will be needed to complete this project. Mr. Spoelhof asked why they decided to put the multiuse path on the east side. Mr. Boyd answered there are more residential areas on the east side, and it connects with the Becketts Run Trail. Mr. Gunawardena asked the level of the NEPA study. Mr. Boyd responded it is a CE-4. A public meeting is planned for the end of July.

The next item of new business was the Intersection Studies presented by Mr. Bradtmiller. The performance of 13 intersections was evaluated. Four of the intersections were signalized and nine were unsignalized. The signalized intersections include Fourth Street/Wells Street, South Maplecrest Road/Moeller Road, Putnam Street/Wells Street, and Spring Street/Wells Street. The unsignalized intersections include Airport Drive/Ferguson Road (PM), Airport Expressway/Baer Road (PM), Ferguson Road/Ross Drive (PM), Lake Avenue/Maysville Road/North River Road (AM), Lima Road/Shoaff Road (AM), Linden Road/Rose Avenue (PM), South Maplecrest Road/Seiler Road (AM), O'Day Road/Washington Center Road (PM), and Progress Drive/Value Drive (PM). The signalized intersections were operating at a LOS (level of service) of B except for the Fourth Street/Wells Street intersection which was operating at a LOS of C. The Airport Drive/Ferguson Road (PM) intersection had a LOS of A for the eastbound and westbound movement and a LOS of C for the northbound and southbound movement. The Airport Expressway/Baer Road (PM) had a LOS of A for the eastbound and westbound movement and a LOS of C for the southbound movement. The Ferguson Road/Ross Drive intersection had a LOS of A for the eastbound and westbound movement and a LOS of B for the northbound and southbound movement. The Lake Avenue/Maysville Road/North River Road (AM) intersection had a LOS of A for the eastbound and westbound movement and a LOS of D for the southbound movement. The Lima Road/Shoaff Road (AM) had a LOS of B for the eastbound and westbound movement and a LOS of A for the northbound and southbound movement. The Linden Road/Rose Avenue had a LOS of A for the eastbound and westbound movement, a LOS of B for the northbound movement, and a LOS of C for the southbound movement. The South Maplecrest Road/Seiler Road (AM) had a LOS of D for the westbound movement and a LOS of A for the northbound and southbound movement. The O'Day Road/Washington Center Road (PM) had a LOS of A for the eastbound and westbound movement and a LOS of C for the northbound and southbound movement. The Progress Drive/Value Drive (PM) had a LOS of A for the eastbound and westbound movement and a LOS of F for the southbound movement. Signal warrants and/or multiway stop warrants were performed on five of the unsignalized intersections. Signal warrants were run for the Lake Avenue/Maysville Road/North River Road intersection. It did not meet Warrant 1A or 1B, but it did meet Warrant 2. All way stop warrants were looked at for the Lima Road/Shoaff Road intersection. It did not meet Warrant C or D, but did meet Warrant B. Signal warrants and all way stop warrants were run on the South Maplecrest Road/Seiler Road intersection. It did not meet any warrants. All way stop warrants were run for the O'Day Road/Washington Center Road

intersection. It did not meet Warrant C or D but did meet Warrant B. Signal warrants were run on the Progress Road/Value Drive intersection. It did not meet Warrant 1A or 1B, but it did meet Warrant 2 and Warrant 7 with seven crashes in a twelve-month period. The crash period that was looked at occurred when the bridge was under construction so they will look back at the crash data history and update the Board. Mr. Gunawardena said they get a lot of complaints about the Progress Road/Value Drive intersection. Mr. LaBrash said there are a couple approaches they are going to propose to Costco. One approach involves Costco limiting the number of exits from parking lot aisles onto the frontage road. Another approach involves using the north entrance as an exit only. Another approach would use the right turn from Value Drive onto Progress Road to provide an alternative route through the industrial park and to US 33 interchange. Mr. Kaiser asked about a roundabout at Value Drive and Progress Road. Mr. Gunawardena said it would be difficult to put a roundabout at that location. Mr. Kaiser said he was talking about a mini- roundabout. Mr. Gunawardena said they were considering a signalized intersection at Value Drive and Raytheon's parking lot. The entrance to Raytheon's parking lot would need to be relocated to line up with Value Drive. Raytheon decided they did not want additional traffic through their parking lot and were not interested in the project. Mr. Gunawardena asked if the intersection of South Maplecrest Road/Seiler Road is being considered for a roundabout. Mr. Avery said the intersection of South Maplecrest/Moeller Road will be a roundabout and the South Maplecrest Road/Seiler Road intersection is being evaluated for a roundabout.

The next item of new business was the Travel Time Delay Studies presented by Mr. Senior. The travel time delay studies presented today are for fiscal years 2023 and 2024. The 2005 Bluffton Road/Winchester Road travel time delay study from Brooklyn Avenue to I-469 was compared to the study done in 2023. The longest delays were the PM peak for both the northbound and southbound in 2023. The Bruick Road/Ryan Road travel time delay study from SR 37 to Paulding Road was a new study done in 2023. The longest delays were for PM peak for both the northbound and southbound. The 2008 Meyer Road travel time delay study from Old Maumee Road to Paulding Road was compared to the study done in 2024. The longest delays were the AM peak for both the northbound and southbound in 2024. The 2009 St. Joe Road/Flutter Road travel time delay study from Mayhew Road to Schwartz Road was compared to the study done in 2024. The longest delays were the AM peak for eastbound and PM peak for westbound in 2024. The 2010 Washington Center Road/St. Joe Center Road travel time delay study from US 33 to SR 37 was compared to the study done in 2024. The longest delays were for the PM peak for both eastbound and westbound in 2024. The 2004 State Boulevard/Maysville Road travel time delay study from Leesburg Road to I-469 ramps A/B was compared to the study done in 2024. The longest delays were the PM peak for eastbound and the AM peak for westbound in 2024. The 2009 Wheelock Road travel time delay study from St. Joe Road to Stellhorn Road was

compared to the study done in 2024. The longest delays were for the AM peak for both northbound and southbound in 2024. Mr. Gunawardena asked if these corridors are coming up as a problem that we should be addressing. Mr. Senior stated that State Boulevard at Clinton Street and Maplecrest Road had notable delays. Mr. Kaiser asked if State Boulevard was under construction during the 2024 travel time study. Mr. Senior answered the study was done before construction.

The next item of new business was the Congestion Management Update presented by Mr. Senior. Last year's update on the Congestion Management Process was missing some of the data for the hours congested due to the database not being fully finished. The database has been completed and the data is now available. Mr. Senior showed maps with the AM and PM benchmark capacities and hours congested.

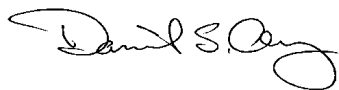
The last item of new business was the FY 2024-2028 TIP Amendments. Seventeen INDOT projects were to be amended into the FY 2024-2028 TIP. Ms. Brown moved to approve the TIP Amendments as submitted. Mr. Hartman seconded the motion and it carried.

Mr. Gunawardena informed the board that the City of Fort Wayne has received three large grants including a Safe Street for All (SS4A) grant, a PROTECT grant, and a RAISE grant. The Broadway/Taylor Street Corridor project will be done with the SS4A grant. The St. Mary's riverbanks from Indian Village Park to Engle Road will be stabilized with the PROTECT grant. The RAISE grant will go towards street improvement projects on the southeast side of Fort Wayne.

Mr. Avery told the Board about a group he is involved with that works on highway funding. The group was formed in 2016 when the State Legislature increased the gas tax and reworked the road funding. Fuel efficient vehicles, travel behavior post Covid, and inflation have reduced the revenue generated by the gas tax. The State Legislature is expecting to address roadway funding in the 2025 session. Mr. Avery asked Mr. Metzinger if transit had any similar groups. Mr. Metzinger answered that it does, and it is called the Public Transportation Council of Indiana.

At this point, Mr. Gunawardena asked for public comment. There were no public comments.

There being no further business, Mr. Gunawardena adjourned the meeting.

A handwritten signature in black ink, appearing to read "Daniel S. Avery". The signature is fluid and cursive, with a large loop at the end.

Daniel S. Avery, Executive Director - Northeastern Indiana Regional Coordinating Council