



Transportation Times

Adams-Allen-DeKalb-Wells

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Transportation Improvement Program (TIP)

The TIP, Transportation Improvement Program, is a four-year transportation plan that outlines the projects that will be started in the next four years. Due to the limited amount of local, state, and federal funding available each year for transportation improvements, it is important to prioritize the projects and in some cases, space out the phases of a project over several years. The phases a project goes through include preliminary engineering, right-of-way engineering and acquisition, and construction. What year the phase of a project is undertaken is determined based on the availability of funding and the cost of the project phase. The priority of projects is assessed each year when the Urban Transportation Advisory Board (UTAB) updates the TIP after an evaluation of each project's progress and the available funds.

Projects for the TIP are taken from the current long range transportation plan. The most recent long range plan is the 2030-II Long-Range Transportation Plan. The 2030-II Transportation Plan is a comprehensive transportation plan that addresses the future needs of the transportation system. It includes highway, transit, pedestrian, and bicycle improvement projects and policies. The projects and policies help the Northeastern Indiana Regional Coordinating Council (NIRCC), UTAB, and all the various jurisdictions address the future needs of the transportation system.

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U

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T

A

B

Bicycle and Pedestrian Crash Summary Report (2009 to 2011)

The Northeastern Indiana Regional Coordinating Council has completed an analysis of all crashes involving a motor vehicle with a pedestrian or bicycle within Allen County over the past three years. In recent years Allen County has significantly increased its bicycle and pedestrian infrastructure. As bicycle and pedestrian facilities continue to be constructed and added to our transportation network the interaction between motor vehicles and bicyclists/pedestrians continues to increase as well.

Bicyclists and pedestrians are often referred to as “vulnerable road users” because of the severe disadvantage of protection in the event of a collision with a motor vehicle. For planners and engineers it is important to determine how to address existing issues to ensure that bicyclists and pedestrians can safely co-exist on public roadways within our community. This article highlights some of the data that NIRCC included in the Bicycle and Pedestrian Crash Summary Report. The crash data used to conduct this analysis only included years 2009 through 2011.

In the chart below you can get an idea about Allen County’s total number of collisions per year and how many collisions involving a motor vehicle with a bicycle or pedestrian occur per year. For the analysis conducted, NIRCC

Allen County, In Collisions	2009	2010	2011	3-Year Average
Total Number of Collisions (All)	11265	11337	11378	11327
Total Number of Pedestrian Collisions	117	115	117	116
Total Number of Bicycle Collisions	71	95	81	82

(Continued on page 10)



TIP continued...

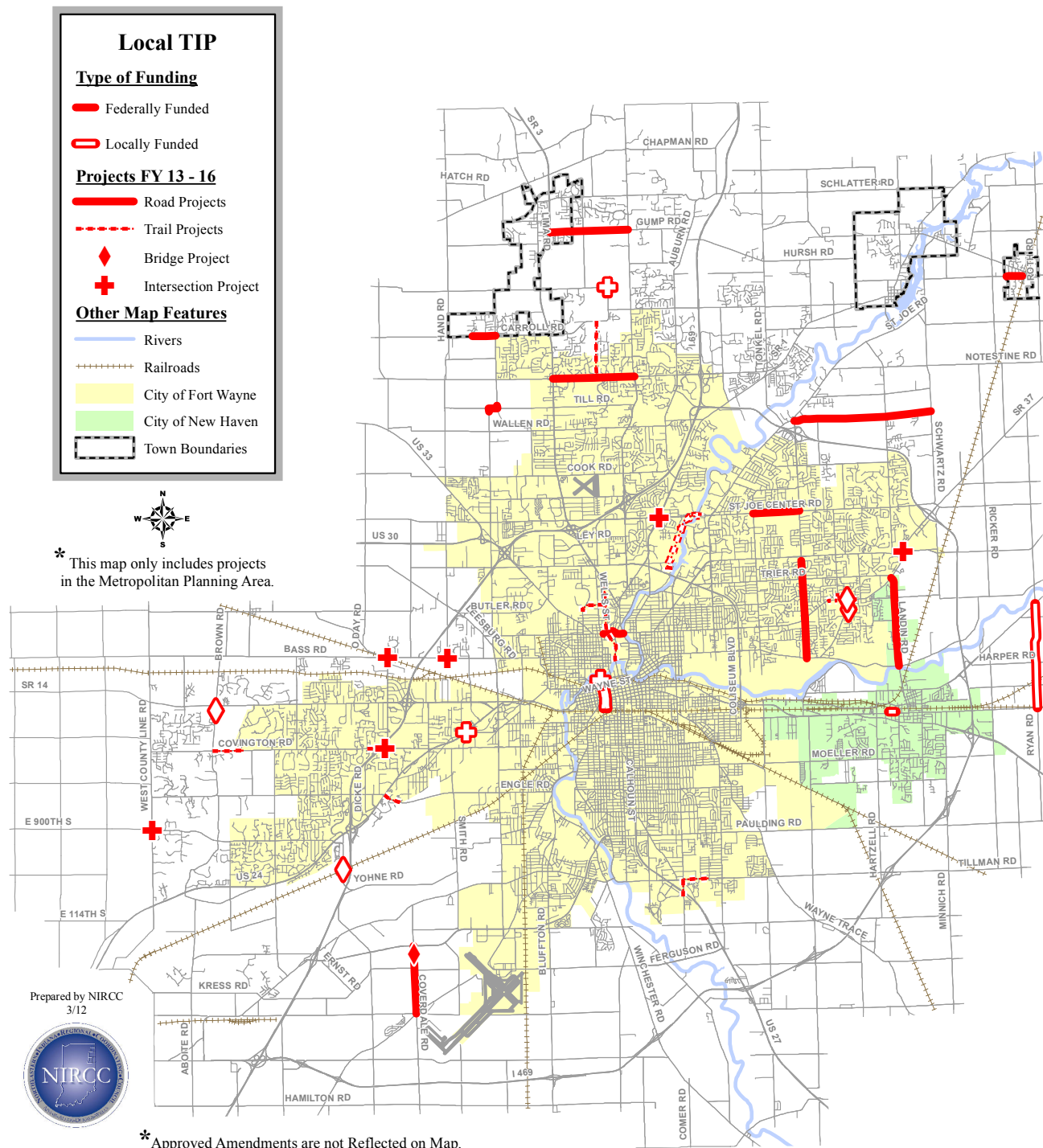
The Fiscal Year (FY) 2013-2016 TIP has been approved and is currently available on NIRCC’s website. Just go to www.nircc.com. You can also see a summarized version of the FY 2013-2016 TIP projects starting on page 3 of this newsletter. Pages 3 through 9 list the projects that are funded with local, state, and federal funds. There are maps illustrating the local and state TIP projects on pages 3 and 7. Please note that there have been amendments to the TIP since the approval in June. To see these amendments please go to our website where the most current version of the TIP is posted.

TIP Abbreviations

PE=Preliminary Engineering RW=Right-of-way CN=Construction



Transportation Improvement Program - Fiscal Year 2013-2016 Federally and Locally Funded Projects



FY 2013 TIP Locally Funded Projects

Project	Phase	Improvement Type
Carroll Rd: Bridge #58 over the Geller Ditch	CN	Bridge Rehabilitation & Widening
Ellison Rd: Bridge #228 over McCulloch Ditch	CN	New Bridge Construction
Fairfield Ave/Ewing St	CN	One-way to Two-way Streets
Hathaway Rd & Corbin Rd	CN	Intersection Improvements
West Jefferson Blvd & Taylor St	CN	Intersection Improvements
Maysville Rd: Bridge #528 over the Bullerman	CN	Bridge Rehabilitation & Widening
Ryan Rd/Bruick Rd - Dawkins Rd to US 24	CN	Road Reconstruction
South St - West St to State St	CN	Reconstruction & Rehab
State St Bridge: Bridge #319 over the Bullerman Ditch	CN	Bridge Rehabilitation & Widening
West Hamilton Rd: Bridge #221 over Beal-Taylor Ditch	CN	Bridge Rehabilitation & Widening
Winchester Rd: Bridge #261 over Nickleson Creek	CN	Bridge Rehabilitation & Widening

FY 2013 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
2nd Street - Shoal Ln to Main St	RW	Road Reconstruction
Auburn Rd & Union Chapel Rd	CN	Intersection Improvements
Bass Rd & Hadley Rd	RW	Intersection Improvements
Bethel Rd / Huguenard Rd / Till Rd	RW	Intersection Realignment
Carroll Rd - Preserve Blvd to Bethel Rd	RW	Road Reconstruction
Clinton St & Washington Center Rd	PE	Intersection Improvements
Coverdale Rd - Indianapolis Rd to Airport Exp	CN	Road Reconstruction
Coverdale Rd - Bridge #231 over Robinson-Brindle Ditch	CN	Bridge Replacement
Covington Rd & Dicke Rd	CN	Intersection Improvements
Covington Rd Trail - Ladue Ln to I-69	CN	New Trail Construction
Covington Rd Trail - Beal-Taylor Ditch to West Hamilton Rd	RW/CN	New Trail Construction
Diebold Rd & Union Chapel Rd Intersection	CN	Intersection Improvements
Dupont Rd - Lima Rd (SR 3) to Coldwater Rd	RW	Added Travel Lanes
Engle Rd Trail - Jefferson Blvd to Towpath Trail	RW/CN	New Trail Construction
Flutter Rd - Schwartz Rd to Maplecrest Rd	CN	Road Reconstruction/Realignment
Fort Wayne CBD - Special Pavement Markings (Piano Key)	CN	Crosswalk Indicators
Gump Rd - SR 3 to Coldwater Rd	CN	Road Reconstruction
Johnny Appleseed Park to Shoaff Park Trail (Phase 1B)	CN	New Trail Construction
Landin Rd - North River Rd to Maysville Rd	RW	Road Reconstruction/Realignment
Maplecrest Rd - Lake Ave to State Blvd	RW	Road Reconstruction
Maplecrest Rd - State Blvd to Stellhorn Rd	PE	Road Reconstruction
Pufferbelly Trail - Fourth St to Fernhill Ave	RW	New Trail Construction
Six Mile Creek Trail	RW	New Trail Construction
State Blvd - Spy Run Ave to Cass	RW	Added Travel Lanes
State Blvd, Lahmeyer Rd & Maysville Rd Sidewalk	CN	New Sidewalk Construction
Wireless Vehicle Detection-68 intersections	CN	Equipment & Installation

FY 2014 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
2nd Street - Shoal Ln to Main St	CN	Road Reconstruction
Bass Rd & Hadley Rd	CN	Intersection Improvements
Bass Rd & Kroemer Rd	RW	Intersection Improvements
Bethel Rd / Huguenard Rd / Till Rd	CN	Intersection Realignment
Carroll Rd - Preserve Blvd to Bethel Rd	CN	Road Reconstruction
Clinton St & Washington Center Rd	RW	Intersection Improvements
Liberty Mills Rd & County Line Rd	PE	Intersection Improvements
Maplecrest Rd - Lake Ave to State Blvd	CN	Road Reconstruction
Maysville Rd & Stellhorn Rd	PE	Intersection Improvements
Pufferbelly Trail - Fourth St to Fernhill Ave	CN	New Trail Construction
Pufferbelly Trail - Dupont Rd to Carroll Rd	CN	New Trail Construction
St Joe Center Rd - Reed Rd to Maplecrest Rd	PE	Road Reconstruction
Six Mile Creek Trail	CN	New Trail Construction
State Blvd - Spy Run Ave to Clinton St (Phase 1)	CN	Added Travel Lanes

FY 2015 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Bass Rd & Kroemer Rd	CN	Intersection Improvements
Dupont Rd - Lima Rd (SR 3) to Coldwater Rd	CN	Added Travel Lanes
Dupont Rd - Lima Rd (SR 3) to Coldwater Rd (pedestrian grade separation at Pufferbelly Trail)	CN	Pedestrian Grade Separation
Landin Rd - North River Rd to Maysville Rd	CN	Road Reconstruction/Realignment
State Blvd - Clinton St to Cass St (Phase 2)	CN	Added Travel Lanes
State Blvd - Clinton St to Cass St (Phase 2 - bridge over Spy Run Creek)	CN	Bridge Replacement
State Blvd - Clinton St to Cass St (Phase 2 - ped bridge over State Blvd)	CN	New Pedestrian Bridge

FY 2016 TIP Federally and Locally Funded Projects

Project	Phase	Improvement Type
Clinton St & Washington Center Rd	CN	Intersection Improvements
Liberty Mills Rd & County Line Rd	RW	Intersection Improvements
Maplecrest Rd - State Blvd to Stellhorn Rd	RW	Road Reconstruction
St Joe Center Rd - Reed Rd to Maplecrest Rd	PE	Road Reconstruction

FY 2013 Human Services Agencies (2011 Funding Cycle)

Allen County Council on Aging
Operating Funds

Community Transportation Network
One (1) Medium Transit Vehicle
One (1) Large Transit Vehicle

FY 2013 Fort Wayne Public Transportation Corporation

Three (3) Replacement modified minivan Supervisor vehicles
One (1) Replacement maintenance truck
Rehab/Renovate Admin/Maintenance Facility
AVL/Communication Hardware/Subscription Cost
Other Maintenance Equipment
Computer/Office Equipment

Transit Enhancements
CMAQ - Transit Awareness
JARC
New Freedom
Capitalization of Maintenance Costs
Complimentary Paratransit Costs

FY 2014 Fort Wayne Public Transportation Corporation

Four(4) Heavy Duty Replacement Hybrid Buses
Computer/Office Equipment
AVL/Communication Hardware/Subscription Cost
Other Maintenance Equipment
Transit Enhancements
Hybrid option for four (4) buses - funds requested

CMAQ - Transit Awareness
JARC - Low income Transportation to/from work
New Freedom - Transportation Above & Beyond
ADA Requirements
Capitalization of Maintenance Costs
Complimentary Paratransit Costs

FY 2015 Fort Wayne Public Transportation Corporation

Four(4) Heavy Duty Replacement Hybrid Buses
Four (4) Replacement Minibus (Body on Chassis)
FLEX Route
Five (5) Replacement Minibus (Body on Chassis)
ACCESS
Computer/Office Equipment
AVL/Communication Hardware/Subscription Cost
Other Maintenance Equipment

Transit Enhancements
Hybrid option for four (4) buses - funds requested
JARC - Low income Transportation to/from work
New Freedom - Transportation Above & Beyond
ADA Requirements
Capitalization of Maintenance Costs
Complimentary Paratransit Costs

FY 2016 Fort Wayne Public Transportation Corporation

Three (3) replacement light-duty transit vehicles
One (1) replacement minibus (body on chassis)
Computer/Office Equipment
AVL/Communication Hardware/Subscription Cost
Other Maintenance Equipment
Transit Enhancements

JARC - Low income Transportation to/from work
New Freedom - Transportation Above & Beyond
ADA Requirements
Capitalization of Maintenance Costs
Complimentary Paratransit Costs

Transportation Improvement Program - Fiscal Year 2013-2016

Federally and State Funded Projects

Indiana Department of Transportation

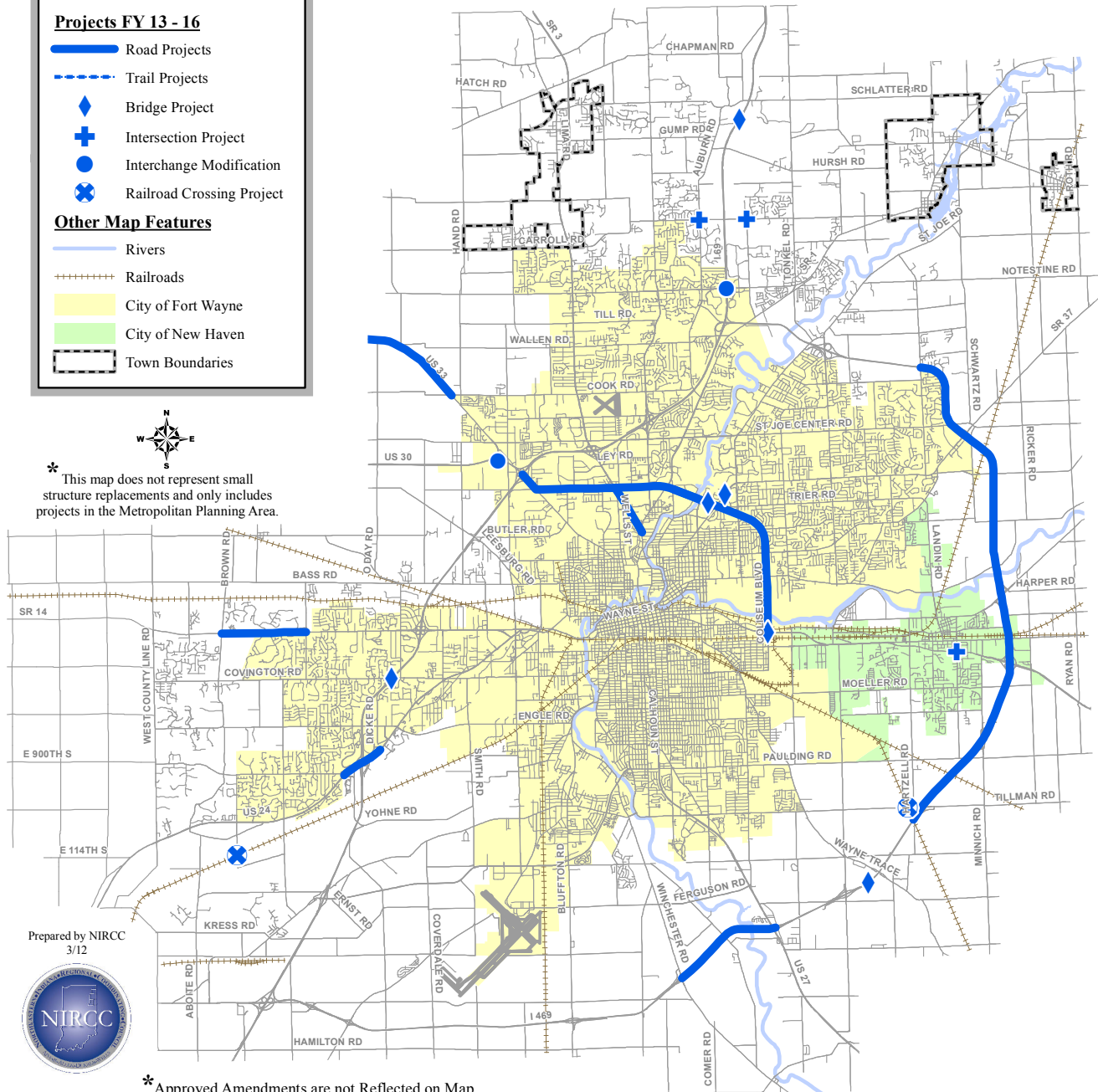
Projects FY 13 - 16

- Road Projects
- - - Trail Projects
- ◆ Bridge Project
- + Intersection Project
- Interchange Modification
- ⊗ Railroad Crossing Project

Other Map Features

- Rivers
- - - Railroads
- City of Fort Wayne
- City of New Haven
- Town Boundaries

* This map does not represent small structure replacements and only includes projects in the Metropolitan Planning Area.



* Approved Amendments are not Reflected on Map.

FY 2013 TIP INDOT Projects

Project	Phase	Improvement Type
SR 1/Dupont Rd Trail crossing of I-69	CN	Bike/Pedestrian Facilities
SR 1: 5.85 miles e/o I-69 (North Jct) over Nettlehearst Ditch	PE	Small Structure Replacement
SR 14: from Scott Rd to West Hamilton Rd	CN	Added Travel Lanes
US 24 E: Phase I, II, III, IV (I-469 to Ohio State Line)	CN	Transfer/Relinquishment
US 24: from .49 mi w/o I-69 (Liberty Mills Rd) to .35 mi e/o I-69 (Lutheran Hospital Entrance)	CN	HMA Overlay, Preventive Maintenance
US 24: 2.99 miles e/o SR 114 (over Zentsmaster Drain)	PE	Small Structure Replacement
US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line	PE	Small Structure Replacement
US 30: at US 33, 0.66 mile W of I-69	PE	Interchange Modification
I-69: bridge over Cedar Creek(NB&SB), 3.62 mi n/o SR 1	PE	Bridge Rehabilitation
I-69: Covington Rd bridge over I-69, 2.07 mi n/o US 24	CN	Bridge Replacement
SR 101: 4.97 miles s/o US 30 (over Brown Ditch)	PE	Bridge Deck Overlay
I-469: from 3.99 miles S of US 30 (CF& E RR) to 1.92 miles n/o SR 37 (Wheelock Rd)	CN	Concrete Pavement Restoration (CPR)
SR 930: from I-69 to 7.48 mi e/o I-69	CN	HMA Overlay, Preventive Maintenance
SR 930: 1.1 miles E of I-469 at the Intersection of Green St in New Haven	PE/RW	Added Travel Lanes, Construct Turn Lanes
SR 930: from 1.23 mi east of US 27 (Parnell Ave) to 2.18 mi east of US 27 (Crescent Ave)	PE/RW	Added Travel Lanes
SR 930: Bridge over SR 930 and Washington Blvd, 5.22 mi w/o I-469	PE	Bridge Deck Overlay
Amber Road & NS Railroad Crossing (.45 mile s/o US 24)	CN	Railroad Grade Crossing Project
Pedestrian Bridge over Crescent Ave (IPFW)	PE	Bridge Inspection
Tillman Road & CFE Railroad Crossing (750' w/o I-469)	CN	Railroad Grade Crossing Project
Union Chapel intersection with Diebold Rd	RW/CN	Intersection Improvements
Union Chapel intersection with Auburn Rd	RW/CN	Intersection Improvements
At various loctions within the Fort Wayne District (Between US 24 & I-69 Jct to US24 & I-469 Jct. Total Fort Wayne interstate circle)	PE/CN	Signing

* 2035 Transportation Plan Update *

The amended 2030-II Transportation Plan will be updated to the horizon year 2035 this fiscal year. The development of the transportation plan update will include: socioeconomic and land use forecasts; forecasts of future travel demands; the development and evaluation of alternative strategies and/or projects to address deficiencies; refined alternatives into a fiscally constrained selected plan; document findings in a final report and a published brochure for public distribution. The process used for developing the transportation

plan will include public participation and include low income and minority groups, and participation from local appointed and elected officials. An air quality conformity analysis will be conducted as part of the process as well. The Transportation Plan will also be developed through coordination with INDOT's Long Range Planning Section and Fort Wayne District Office. If you would like more information on this process please feel free to contact NIRCC or go to our website at www.nircc.com.

FY 2014 TIP INDOT Projects

Project	Phase	Improvement Type
SR 1: 5.85 miles e/o I-69 (North Jct) over Nettlehears Ditch	PE	Small Structure Replacement
US 24: 2.99 miles e/o SR 114 (over Zentsmaster Drain)	PE	Small Structure Replacement
US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line	RW	Small Structure Replacement
US 27: Lima Rd at Clinton St, north to SR 930 (Coliseum Blvd)	CN	Road Rehabilitation
US 30: at US 33, 0.66 mile W of I-69	RW	Interchange Modification
US 33: from 1.56 miles n/o US 30 to 0.45 miles N of SR 205	CN	HMA Overlay, Preventive Maintenance
I-69: at SR 1 (Dupont Rd) Interchange	CN	Interchange Modification
SR 930: from 1.23 mi east of US 27 (Parnell Ave) to 2.18 mi east of US 27 (Crescent Ave)	CN	Added Travel Lanes
SR 930: Bridge over SR 930 and Washington Blvd, 5.22 mi w/o I-469	PE	Bridge Deck Overlay
IPFW Pedestrian Bridge over Coliseum Blvd	CN	Bike/Pedestrian Facilities

FY 2015 TIP INDOT Projects

Project	Phase	Improvement Type
SR 1: 5.85 miles e/o I-69 (North Jct) over Nettlehears Ditch	RW	Small Structure Replacement
US 24: 2.99 miles e/o SR 114 (over Zentsmaster Drain)	RW	Small Structure Replacement
US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line	CN	Small Structure Replacement
I-69: bridge over Cedar Creek(NB&SB), 3.62 mi n/o SR 1	CN	Bridge Rehabilitation
SR 101: 4.97 miles s/o US 30 (over Brown Ditch)	CN	Bridge Deck Overlay
I-469: (Winchester Rd) 2.63 mi. e/o SR 1 to 0.5 mi. e/o US 27	PE/CN	Road Rehabilitation
I-469: from I-69 S to SR 37 Jct	CN	Signing Installation/Repair
SR 930: 1.1 miles e/o I-469 at the Intersection of Green St in New Haven	CN	Added Travel Lanes, Construct Turn Lanes
SR 930: Bridge over SR 930 and Washington Blvd, 5.22 mi w/o I-469	CN	Bridge Deck Overlay

FY 2016 TIP INDOT Projects

Project	Phase	Improvement Type
SR 1: 5.85 miles e/o I-69 (North Jct) over Nettlehears Ditch	CN	Small Structure Replacement
US 24: 2.99 miles e/o SR 114 (over Zentsmaster Drain)	CN	Small Structure Replacement
I-469: EB bridge over Houk Ditch, 2.19 mi E of US 27/US 33 interchange	CN	Bridge Maintenance and Repair
SR 930: 1.1 miles E of I-469 at the Intersection of Green St in New Haven	CN	Added Travel Lanes, Construct Turn Lanes

Bicycle and Pedestrian Crash Summary Report continued...

only uses collisions that involve a pedestrian or bicyclist that are in the “public roadway or public right of way”. After removing collisions that were on private property the number of collisions drop to the numbers indicated in the chart below. Many of these private property collisions that are not included in the analysis occurred in parking lots, people’s driveways or yards, and in some instances included people who have been hit inside of a home after a motor vehicle has collided with a house. For planning purposes NIRCC is mostly interested in how collisions occur within Allen County’s transportation network and not on private property.

Pedestrian Collisions

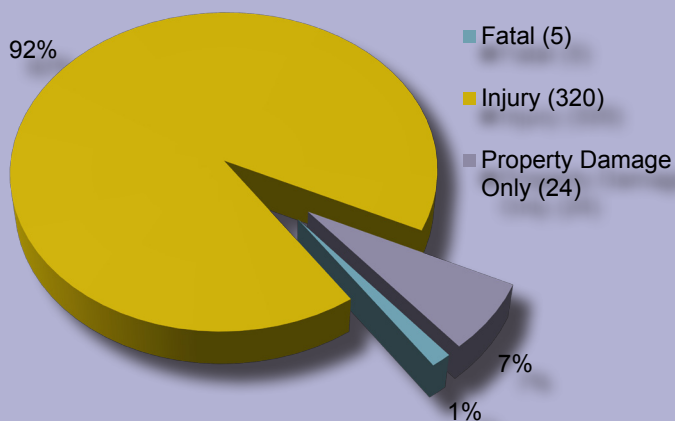
	2009	2010	2011	Total
Total Reported Collisions	117	115	117	349
Collisions occurring within the public right-of-way or public roadway	77	65	69	211

Bicycle Collisions

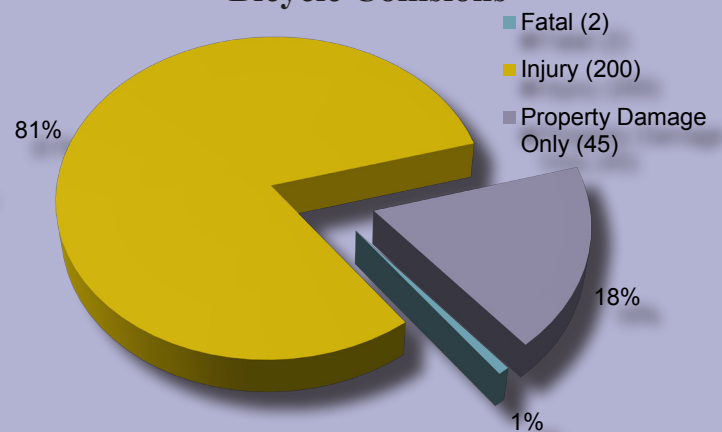
	2009	2010	2011	Total
Total Reported Collisions	71	95	81	247
Collisions occurring within the public right-of-way or public roadway	64	86	75	225

One of the reasons NIRCC is analyzing bicycle and pedestrian collision data is because these crashes involve “vulnerable road users”. Below you can see pie charts that show how many injuries and fatalities result from collisions with motor vehicles (uses total collisions reported). It is very likely that if a bicyclist or pedestrian is involved in a collision with a motor vehicle that it will lead to a serious injury. The majority of collisions between two motor vehicles results in property damage rather than injury or fatality.

Pedestrian Collisions



Bicycle Collisions



To help plan safe facilities for bicycles and pedestrians it’s important to realize why the collisions are happening and where they are occurring. The tables on the following page give you a sense of what actions caused each of the collisions and who was the one with the primary fault for the time period of 2009-2011.

As you can see, it is almost equal for total bicyclists or pedestrians at fault compared with drivers of motor vehicles being at fault. One thing that is not clear from the collision reports though is what the primary cause for pedestrians being at-fault in the collision may be. In the collision reports when a pedestrian is at fault it is just noted as a “Pedestrian Action” which means it was the pedestrian action that caused the collision.

Pedestrian Collisions

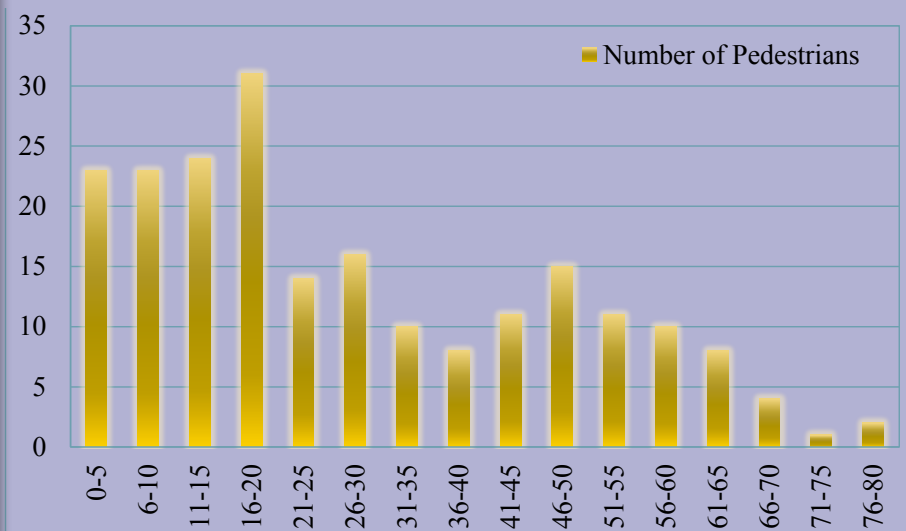
Primary Cause	Motorist At-Fault	Pedestrian At-Fault
Driver Inattention	39	0
Driver Ran off Road	1	0
Failure to Yield	38	0
Improper Passing	3	0
Improper Turning	1	0
Intentional Act	1	0
Other	6	0
Pedestrian Action	0	116
Unsafe Backing	4	0
Unsafe Speed	2	0
Total	95	116

Bicycle Collisions

Primary Cause	Motorist At-Fault	Bicycle At-Fault
Alcohol	0	1
Bicycle Crossed w/o Looking	0	11
Disregarded Signal	0	22
Driver Inattention	21	2
Failure to Stop	1	11
Failure to Yield	75	39
Following Too Closely	1	0
Improper Lane Movement	1	8
Improper Passing	9	1
Improper Turning	3	4
Other	2	1
Traveling Wrong Direction	0	11
Unknown	1	0
Total	114	111

One of the main reasons for motorists being at fault in collisions with pedestrians is “Driver Inattention” followed by “Failure to Yield”. These are also the 2 main reasons for motorists being involved in collisions with bicyclists. It seems that when bicyclists are at fault, most of them are traveling in the street with no protected bicycle facility (like bike lanes) followed by the high occurrence of being struck in crosswalks. For pedestrians “Mid-Block Crossings” with no crosswalks are where most collisions with motor vehicles occur. Another word for this type of pedestrian action would be “Jay Walking”.

A piece of information that may help target potential audiences for educational opportunities in helping reduce bicycle and pedestrian collisions with motor vehicles is to know the primary ages of people involved in these types of collisions. In the chart to the right you can see that the age of pedestrians involved in a collision are highest for people 16-20 years of age and the largest group would include people ranging in age from 0-20. For bicyclists involved



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in collisions the majority of people are between the age of 11 and 20 as you can see in the chart to your right.

There is much more data included in the Bicycle and Pedestrian Crash Summary Report (2009-2011) than what has been summarized here. Each year NIRCC intends to generate a new summary report with the same type of data so that this information will continue to be tracked. As a result, this data will be valuable as our community moves forward with creating a more bicycle and pedestrian friendly transportation system.

