



Transportation Times

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Dupont Road Corridor and Impact Analysis

NIRCC recently completed a new corridor and impact analysis for Dupont Road. The study stretches from SR 3 (Lima Road) to Valentine Road. The corridor is classified as an Urban Minor Arterial from SR 3 to Bethel Road and a Rural Major Collector from Bethel Road to Johnson Road. The corridor serves as a major transportation corridor on Allen County's northwest side accessing a number of major destinations to the east. There is a large amount of developable land throughout the corridor that could possibly develop in the near future. This corridor has seen some increases in traffic over the last several years, and with the anticipated development along the corridor, traffic volumes are projected to continue growing.

The purpose for this analysis is to evaluate traffic impacts of future developments, both currently proposed and with future potential, to identify problem areas and develop recommendations for roadway improvements that may be needed. The study not only takes into consideration the study area (shown in the map on page 6), but also how this area interacts with the surrounding areas and anticipated development. To complete a successful analysis NIRCC performs studies of three different levels of development in the area to see what types of traffic patterns and congestion may occur based on existing conditions. Once these traffic patterns are

(Continued on page 5)

In This Issue

Dupont Rd Corridor Analysis..pg 1,5-6
2024 Coordinate Plan - Transit...pg 2-3
Resilience Plan.....pg 3
Poka-Bache Update - Bluffton.....pg 4
Allen Co Crash Trends.....pg 5

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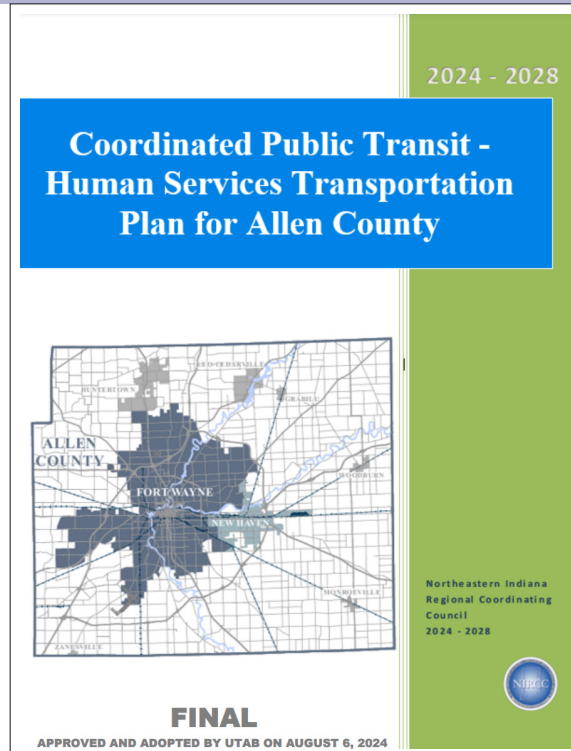
2024-2028 Coordinated Public Transit - Human Services Transportation Plan for Allen County

NIRCC, with the assistance of the Transit Planning Committee (TPC), recently completed the 2024-2028 Coordinated Public Transit-Human Services Transportation Plan for Allen County. The new plan is currently available at www.nircc.com.

The Coordinated Plan was initially completed in 2007 and is typically updated every five (5) years. This plan was originally required due to the 2005 SAFETEA-LU legislation which included a requirement for local areas to develop a coordinated

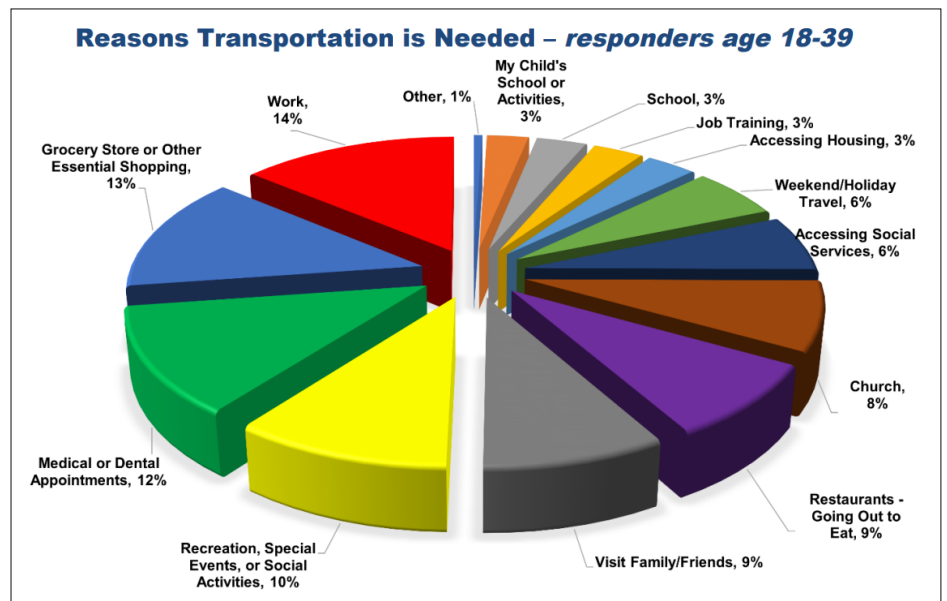
public transit-human services transportation plan for all Federal Transit Administration (FTA) human service transportation programs that provide funding for transportation services, including the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program that is utilized within 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 Section 5310 Program provides grant funding for capital and operational projects to public transportation operators and private nonprofit operators to meet the transportation needs of elderly and disabled persons



when other transportation services (public and private) are unavailable, insufficient, or inappropriate to meeting those needs. 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.

If you would like additional information concerning the 2024-2028 Coordinated Public Transit-Human Services Transportation Plan for Allen County or the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, please contact Matt Vondran at matt.vondran@co.allen.in.us or 260-449-7903.



Resilience Improvement Plan

NIRCC and its Steering Committee members are hard at work developing the first step in the Resilience Improvement Plan – a Critical Infrastructure Assessment. This assessment will identify the critical transportation infrastructure within Allen County. It is intended to be a measure of prioritization and to enhance preparedness against extreme weather events and other disasters that may inundate the transportation system. The goal of the assessment is to identify critical assets, that if disrupted or failed, would have significant consequences to the system and community. The Steering Committee meets monthly.

The purpose of the Resilience Improvement Plan is to ensure that Allen County's transportation system is resilient in the face of climate change and extreme weather events. Thanks to the 2021 Bipartisan Infrastructure Law, developing a Resilience Improvement Plan will allow Allen County to receive an increase in the share of federal funding.



Poka-Bache Connector Update - Bluffton Interurban Trail and Lancaster Park Trail Complete!



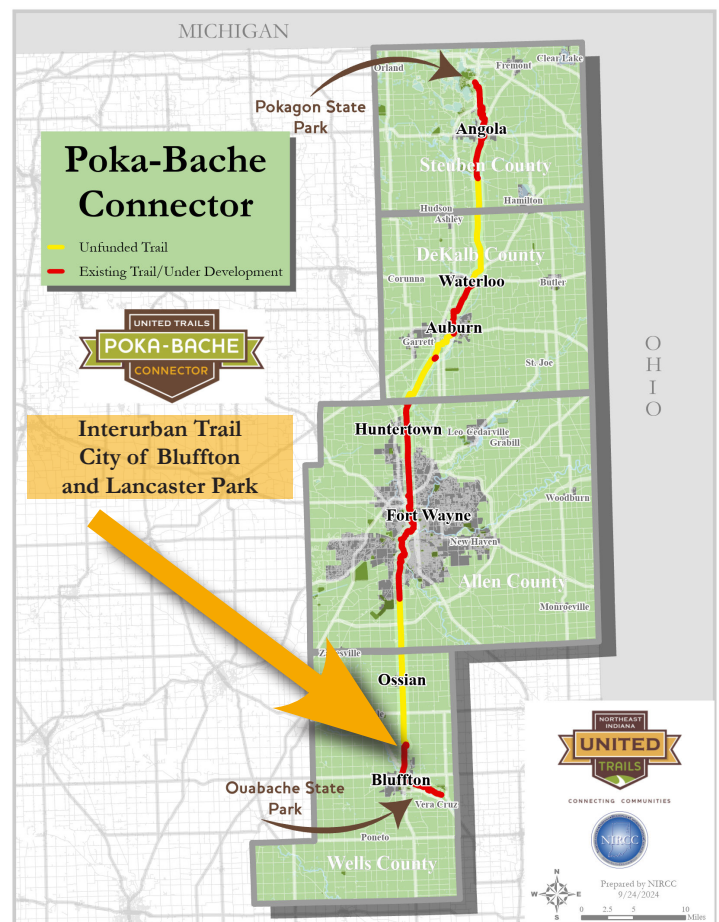
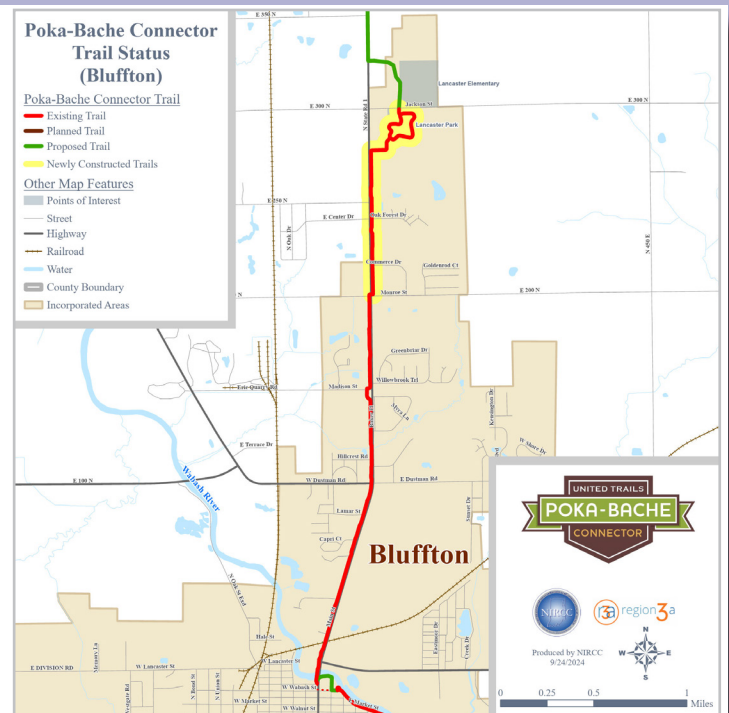
Bluffton has added another 1.5 miles to the Poka-Bache Connector Trail, thanks to the Land Water Conservation Fund and Next Level Trails Initiative, and recently had a ribbon cutting ceremony on October 4th. The Interurban Trail has been extended one mile north of Monroe St to connect with Lancaster Park and another half mile of trail was previously completed within Lancaster Park. These sections of trail are all part of the overall Poka-Bache Connector Trail.

The Poka-Bache Connector Trail is a State Visionary Trail and regional priority that will eventually connect Pokagon State Park, north of Angola, to Ouabache State Park near Bluffton. The total length of this corridor, once complete, will stretch 82 miles and become the longest trail in Indiana! So far approximately 39.8 miles exist along this corridor and another 8.8 miles are currently under development. Once the sections under development are complete, the entire trail will be nearly 60% finished.

These new sections of the Poka-Bache Connector in Bluffton connect the trail along SR 1, that used to end at the intersection of SR 1 and Monroe St, all the way to Lancaster Central Elementary School. The Interurban Trail, as it is called in Bluffton, was originally planned in the early 2000's as a connection from Downtown Bluffton to the elementary school and all the destinations along SR 1. The initial project from the Wabash River to Monroe St was funded through a Transportation Enhancement grant in 2006 and was completed in 2016. This phase of the project, from Monroe St to Lancaster Central Elementary School, finally completes this project which has been a goal for nearly 25 years.

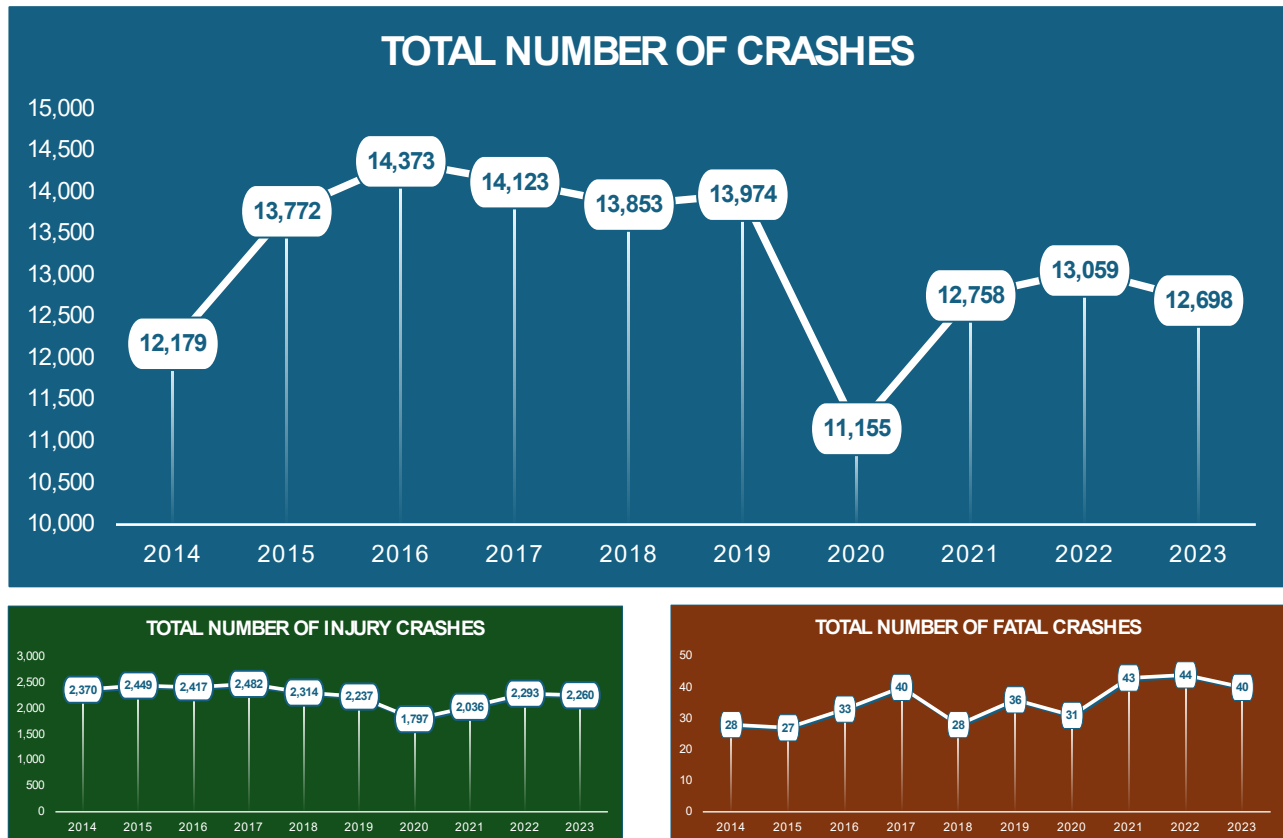
Here is a video link posted by Wells County Trails where you can see the newly completed trail!

Video Link: <https://youtu.be/WwkCxxVsKj8>



Allen County Crash Data Trends

Below are charts showing a 10 year trend of crash data for Allen County. NIRCC has been tracking crash data in Allen County since about 2005. Since 2014, Allen County has experienced nearly 132,000 crashes throughout the county. Out of these crashes, 22,655 were reported to have injuries and 350 of these crashes resulted in fatalities. These results reveal that if you experience a crash, there is about a 17% chance that the crash will result in injuries.



Dupont Road Corridor and Impact Analysis continued...

assigned to the system NIRCC can see where problems occur regarding traffic congestion and then test different project alternatives that could alleviate these problems. Once project alternatives are selected NIRCC makes these recommendations to the appropriate agencies or boards.

The three different levels of development used in the Corridor and Impact Analysis include an existing condition level, a Phase I development level, and a Phase II development level. Using the existing condition level is just as it sounds. NIRCC analyses what developments are currently existing and what the existing traffic patterns are in the area. The Phase I development level focuses on proposed, or already approved, developments that will be built or are currently in some stage of development. The Phase I developments are used to calculate estimates for new traffic patterns and trips added to the existing roadway infrastructure based on what will occur in the near future. Then the final phase, Phase II development, is added to the analysis. Phase II uses a five to ten-year horizon and the existing vacant land and land use patterns in the area to estimate what could potentially develop in the future.

