

## **URBAN TRANSPORTATION ADVISORY BOARD**

**Minutes: November 14, 2023**

The Urban Transportation Advisory Board convened on Tuesday, November 14, at 1:30 p.m. in Conference Room 440, Citizens Square, Fort Wayne, Indiana.

The following were present:

Members (voting):

- Member Shan Gunawardena-Chair
- Member William Hartman-Vice Chair
- Member Therese Brown
- Member Larry Weber for Mike Fruchey
- Member Scott Hinderman
- Member Jason Kaiser
- Member Rick Kruchten for Steve McMichael
- Member Paul Spoelhof
- Member Judi Wire
- Member Patrick Zaharako

The following were not present:

- Member Paul Lagemann
- Member John Metzinger
- Member Stephanie Belch (non-voting)
- Member Kari Carmany George (non-voting)
- Member Erica Tait (non-voting)

Staff members present were Dan Avery, Executive Director; Stephen Senior, Associate Transportation Planner; and Debbie Magsam, Administrative Assistant. Eli Samaan, Megan McClellan, Wendy Reust, and Mike Thornson were also present.

Mr. Gunawardena brought the meeting to order. The first item of business was the approval of the September 5, 2023, minutes. Ms. Brown moved that the minutes be approved. Mr. Kaiser seconded the motion and it carried.

Mr. Hartman gave the progress report for Allen County Highway. The estimated overall project cost and the construction estimate for the Bluffton Road Bridge #257 project has had a slight decrease. Preliminary Engineering (PE) is at 75% for the Fogwell Parkway project and right-of-way (RW) is at 30%. The Monroeville Road Bridge #277 project has had a slight decrease in the estimated overall project cost and the construction estimate. The letting date has been moved from July 10, 2024 to December 11, 2024. PE is at 65% and RW is at 10% for the Amber Road Bridge #226 project and a partial NTP (notice to proceed) has been issued for RW acquisition. The Antwerp Road Bridge #15 project has had a decrease in estimated overall project cost and the construction estimate of \$490,000. PE is at 80% and RW is at 100% for the Antwerp Road Bridge #15 project and the letting date has been moved from November 14, 2024 to October 9, 2024. PE is at 70% and RW is at 100% for the Slusher Road Bridge #141 project. The Monroeville Road – Wayne Trace project has an increase of approximately \$70,000 and drainage outfall options are

being reviewed. The Hamilton Road Bridge #242 project and the Van Zile Road Bridge #32 project will have a combined bid date on October 7, 2026. The Cuba Road Bridge #24 project has had an increase in estimated overall project cost and the construction estimate of approximately \$300,000. The Bass Road Phase 1B and 2A projects are complete.

Mr. Hinderman gave the progress report for the airport. The Terminal Project is going well and expected to be completed in August 2025. The new hangar will be done at the end of this month. Construction on an additional hangar is expected to start in January or February 2024. This hangar will be located at Ardmore Avenue/West Ferguson Road. In the spring of 2024, the economy parking lot will be expanded.

Mr. Zaharako gave the progress report for the City of Fort Wayne. Design work is continuing with the Goeglein Road Bridge #113 and Bluffton Road Bridge #358 projects. PE is at 60% for the Hillegas Road project and they are expecting to receive the NTP later this month. Design work will begin on the North Clinton project after INDOT's approval is received and the NTP is issued. This is a joint project with Allen County.

Mr. Kruchten gave the progress report for the City of New Haven. Phase 2 of the Landin Road project is complete. The roundabout project at Rose Avenue/Linden Road is under contract with USI and waiting for the NTP from INDOT. The South Maplecrest Road project is under contract with DLZ and waiting for the NTP from INDOT.

Mr. Kaiser gave the progress report for INDOT. A contract was awarded to Temple & Temple Excavating & Paving, Inc. on September 26, 2023, for the small structures and drains construction at various locations on SR 3. The letting date has been moved from October 2023 to December 2023 for the bridge replacement project on US 24 over Aboite Creek. The letting date has been moved from November 2023 to January 2024 for the interchange modification project on I-469 at the US 24 interchange. The letting date has been moved from December 2024 to September 2027 for the bridge thin deck overlay projects on I-469.

There was no progress report for Citilink.

The first item of new business was the 2024 Statewide Safety Targets presented by Mr. Avery. The State is required to set targets for five safety measures including the 5-year average of fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries. The State Safety Performance Data for 2017-2022 was presented. Mr. Avery showed the 2018 – 2022 targets and actual data. The 2022 actual data has not been finalized yet, but it appears no targets were met in 2022. The Board can set the targets or adopt the targets set by the State. The 2024 targets set by the State are fatalities 876.3, fatality rate 1.072, serious injuries 3,281.1, serious injury rate 3.987, and non-motorized fatalities and serious injuries 391.6. Mr. Spoelhof made a motion to adopt the 2024 Statewide Safety Targets set by the State. Ms. Wire seconded the motion and it carried.

The next item of new business was the Citilink Agency Safety Plan 2024 presented by Mr. Avery. The Agency Safety Plan has two goals. Goal 1 is to create a culture that supports employee safety and security and safe system operation (during normal and emergency conditions) through motivated compliance, rules and procedures, the appropriate use and operation of equipment, and

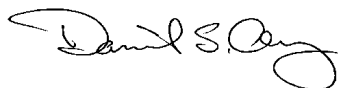
an active safety promoting role for everyone in the organization. Goal 2 encourages safe system operation through identifying hazards, mitigating risk, and reducing occurrences. The objectives of the goals were presented. A safety event was defined along with the explanation of what is a major event and what is a minor event. Major and minor mechanical system failures that could create a safety event were discussed. The Fixed Route Safety Performance Baseline and Targets were presented. The target rates are based on per 100,000 vehicle revenue miles (VRM). The 2019-2022 baseline rate for Fixed Route Fatalities is 0.3 and the target is 0. The 2019-2022 baseline rate for Fixed Route Injuries (minor/major) is 4.6 and the target is *reduction from baseline*. The 2019-2022 baseline rate for Fixed Route Safety Events (minor/major) is 8.3 and the target is *reduction from baseline*. The 2019-2022 baseline for Fixed Route System Reliability is 43,652 VRM and the target is *increase from baseline*. The Paratransit Safety Performance Baseline and Targets were also presented. The 2019-2022 baseline rate for Paratransit Fatalities is 0 and the target is 0. The 2019-2022 baseline rate for Paratransit Injuries (minor/major) is 0.6 and the target is *reduction from baseline*. The 2019-2022 baseline rate for Paratransit Safety Events (minor/major) is 1.3 and the target is *reduction from baseline*. The 2019-2022 baseline for Paratransit System Reliability is 67,427 VRM and the target is *increase from baseline*. Ms. Brown moved to approve the targets and Citilink Agency Safety Plan 2024. Ms. Wire seconded the motion and it carried.

The next item of new business was the Vulnerable Road Users (VRU) Data presented by Mr. Avery. The Infrastructure Investment and Jobs Act (IIJA), also known as the “Bipartisan Infrastructure Law” (BIL), requires all States to develop a Vulnerable Road User Safety Assessment as part of their Highway Safety Improvement Program (HSIP). Indiana defines vulnerable road users as pedestrians, bicyclists, micro mobility users, and other non-motorized including horse drawn buggies. Mr. Avery presented a table of the Pedestrian Fatalities and Percent of All Traffic Fatalities from 2010-2021 in the United States. The pedestrian fatalities have increased 77% from 2010 to 2021. The purpose of the Vulnerable Road User Safety Assessment is to design projects and develop strategies to lower the rates of fatalities. The primary data source for the Vulnerable Road User Safety Assessment is crash reports. Several filters will be applied to the crash report data including distinguish crashes occurring on private property from those on public infrastructure and clarify pedestrian actions as active and non-active to help evaluate the VRU data.

The last item of new business was the FY 2024-2028 TIP Amendments. There were two TIP amendments regarding I-469/Minnich Road. These two projects were included in the 2022-2026 TIP but left out of the 2024-2028 TIP by mistake. Ms. Brown moved to approve the TIP Amendments as submitted. Ms. Wire seconded the motion and it carried.

At this point, Mr. Gunawardena asked for public comment.

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



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