

URBAN TRANSPORTATION ADVISORY BOARD

Minutes: May 10, 2022

The Urban Transportation Advisory Board convened on Tuesday, May 10, 2022, 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 Mike Fruchey for Therese Brown
- Member Dana Plattner for Jason Kaiser
- Member Paul Lagemann
- Member Steve McMichael
- Member Ashley Pino for John Metzinger
- Member Judi Wire
- Member Patrick Zaharako

The following were not present:

- Member Adam Day
- Member Scott Hinderman
- Member Paul Spoelhof

- Member Stephanie Belch (non-voting)
- Member Kari Carmany George (non-voting)
- Member Erica Tait (non-voting)

Staff members present were Dan Avery, Executive Director; and Jeff Bradtmiller, Senior Transportation Planner; Matt Vondran, Senior Transportation Planner; Stephen Senior, Associate Transportation Planner; and Debbie Magsam, Administrative Assistant. Nathan Frye, Terry Martin, Chad Salzbrenner, and Eli Samaan were also present.

Mr. Gunawardena brought the meeting to order. The first item of business was the approval of the March 1, 2022, minutes. There was one correction to the March 1, 2022, minutes. Mr. McMichael was incorrectly listed as not present at the March 1, 2022, meeting. Mr. Lagemann moved that the minutes be approved with the correction. Mr. McMichael seconded the motion and it carried.

Mr. Plattner gave the report for INDOT. The concrete pavement restoration project on I-69 is scheduled for letting in October 2022.

Ms. Pino gave the report for Citilink. Ms. Pino reported there are no changes or updates to last month's report.

Mr. Hartman reported for Allen County Highway. The letting date for the Bass Road Phase 3B & 3C project has been moved from October 12, 2022, to December 7, 2022, federal funding is 75%, 27 out of 31 properties are secured, and there has been a decrease in the estimated overall project cost. The South County Line Road Bridge #271 project has had a small decrease in the estimated overall project cost and preliminary engineering (PE) is 75% complete. PE is 60% complete for

the Monroeville Road Bridge #277 project. PE is 45% complete for the Antwerp Road Bridge #15 project. There has been an increase in the estimated overall project cost and federal funding is 69%. The Slusher Road Bridge #144 project has had a decrease in estimated overall project cost. PE is 15% complete for the Monroeville Road – Wayne Trace project. Several new bridge reconstruction projects have been added including the Woodburn Road Bridge #51, Cuba Road Bridge #24, Hamilton Road Bridge #242, and Van Zile Road Bridge #32. All four new bridge reconstruction projects have a letting date of FY2027. Utility relocations are underway with the Bass Road Phase 3A – New Bridge project. Utilities have been relocated for the Bass Road Phase 1B project and storm sewer and drainage structure installation continues. Road construction is complete for the Bass Road Phase 2A project and restoration activities are underway. The 2022-2025 Biennial NBIS Bridge project is waiting for INDOT authorization for NTP.

Mr. Zaharako gave the report for the City of Fort Wayne. PE is 35% complete for the Hillegas Road project and a public meeting was held in April 2022. PE is 60% complete for the Bluffton Road Bridge #358 and a public meeting was held in February 2022. Phased II has been submitted for the Goeglein Road Bridge #113 project and PE is 60% complete. Restoration on the St. Joe Center Road project are to be completed by this June. The State Boulevard project is in the warranty phase for plantings. Restorations on the Maplecrest Road – Phase II project will be completed soon.

Mr. Hinderman was not present so there was no progress report for the airport.

Mr. McMichael gave the report for the City of New Haven. Mr. McMichael introduced Nathan Frye. Mr. Frye is the new engineering and project manager for the City of New Haven. The Landin Road Phase I project is nearly complete.

The first item of new business was FTA Section 5310 COVID Funding presented by Mr. Vondran. Community Transportation Network (CTN) was the only organization to submit a project application for the local Section 5310 Covid Relief Funding. The available funding is \$92,667. The 5310 COVID Relief Funding project proposed by CTN is for the partial reimbursement of budget shortfalls related to COVID-19 and its impact on their work program between June 2020 and April 2021. The proposed project met the requirements of the Section 5310 CRRSA and ARP allocations. NIRCC staff recommends that the Board approve the funding of the CTN project in the amount of \$92,667. Mr. Hartman moved that FTA Section 5310 COVID Funding in the amount of \$92,667 be awarded to CTN. Mr. Lagemann seconded the motion and it carried.

The next item of new business was the Intersection Analyses presented by Mr. Bradtmiller. The performance evaluation of 13 intersections was presented. Six intersections were signalized, and seven intersections were un-signalized. The six signalized intersections were Bluffton Road/Broadway/Oakdale Drive, Calhoun Street/Paulding Road, Corporate Drive/Parkview Plaza Drive, New Vision Drive/Parkview Plaza Drive, Parkview Circle Drive/Parkview Plaza Drive, and Stellhorn Road/Wheelock Road. The seven un-signalized intersections were Arrowwood Drive/State Boulevard, Cedar Canyons Road/Coldwater Road, Clay Street/State Road 1, Clinton Street/Meadows Park Way, Clinton Street/Clinton Park Drive/Riveroak Drive, Grabill Road/Hosler Road/State Road 1, and Moeller Road/Werling Road. The Bluffton Road/Broadway/Oakdale Drive and Calhoun Street/Paulding Road intersections were functioning at a level of service (LOS) of D. The Corporate Drive/Parkview Plaza Drive, New Vision Drive/Parkview Plaza Drive, Parkview Circle Drive/Parkview Plaza Drive, and Stellhorn Road

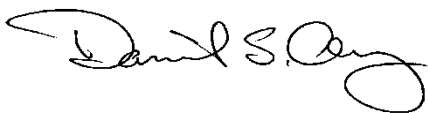
/Wheelock Road intersections were functioning at a LOS of B. The unsignalized intersections had a LOS of C or better except the following: Arrowwood Drive/State Boulevard (AM) northbound had a LOS of E, Clinton Street/Clinton Park Drive/Riveroak Drive (PM) eastbound and westbound had a LOS of D, Grabill Road/Hosler Road/State Road 1 (PM) westbound had a LOS of F and northbound and southbound had a LOS of D. Signal warrants were run for the Arrowwood Drive/State Boulevard, Cedar Canyons Road/Coldwater Road, Clay Street/State Road 1, and Moeller Road/Werling Road intersections. The Clay Street/State Road 1 was the only intersection that met signal warrants. Mr. Gunawardena stated that the Arrowwood Drive/State Boulevard intersection will have a signal installed for safety reasons. Clay Street/State Road 1 did meet one of three primary signal warrants. The Grabill Road bridge will be closed for reconstruction in 2025. Clay Street /State Road 1 will be the detour route. Mr. Avery said it was decided to signalize the intersection as part of the Grabill Road Bridge project instead of installing temporary signalization during the detour.

The next item of new business was the 2045 Metropolitan Transportation Planning Update Overview presented by Mr. Avery. The transportation planning process ensures that state and local transportation agencies follow a comprehensive and coordinated transportation plan that supports community and economic development. There are four main considerations: safety, system resiliency, climate change and sustainability, and equity. The Transportation Plan focuses on highway improvements, transit improvements, bicycle-pedestrian improvements, and airport related improvements. Mr. Avery explained the development process for the plan.

The final item of new business was the Comprehensive Safety Action Plan presented by Mr. Avery. Road safety and eliminating death/serious injury are the focus of the Comprehensive Safety Action Plan. The basics of roadway safety and safety strategies were discussed. Safe Streets and Roads for All (SS4A) is a grant program that supports local initiatives to prevent death and serious injury on roads and streets. The annual funding is \$1 billion for FY22-26. Metropolitan planning organizations (MPOs), political subdivision of a state, federally recognized tribal government, and multijurisdictional groups comprised of these entities are all eligible recipients. The following are eligible activities: develop a comprehensive safety action plan, conduct planning, design, and development activities, and carry out projects and strategies identified in an action plan. The Action Plan Grant and the Implementation Grant are the two application pathways. Applicants must have an established Action Plan to apply for the Implementation Grants.

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