

URBAN TRANSPORTATION ADVISORY BOARD

Minutes: August 2, 2022

The Urban Transportation Advisory Board convened on Tuesday, August 2, 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 Therese Brown
- Member Mike Fruchey for Adam Day
- Member Jason Kaiser
- Member Mike Thornson for Paul Lagemann
- Member John Metzinger
- Member Paul Spoelhof
- Member Patrick Zaharako

The following were not present:

- Member Scott Hinderman
- Member Steve McMichael
- Member Judi Wire
- 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. Andrew Fenker, Donya LaRue, Chad Salzbrenner, Eli Samaan, and Tinisha Weigelt were also present.

Mr. Gunawardena brought the meeting to order. The first item of business was the approval of the July 5, 2022, minutes. Mr. Hartman moved that the minutes be approved. Ms. Brown seconded the motion and it carried.

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

Mr. Hartman reported for Allen County Highway. Preliminary engineering (PE) is 95% complete and right-of-way (RW) is 95% complete with 30 out of 31 properties secured for the Bass Road Phase 3B and 3C project. PE is 85% complete for the South County Line Road Bridge #271 project. PE is 70% complete for the Monroeville Road Bridge #277 project. PE is 55% complete for the Fogwell Parkway project and the estimated overall project cost has increased by approximately \$670,000. The Grabill Road Bridge #29 project will rehab the bridge, widen the sidewalk along the north side and signalize the Clay Street/SR 1 intersection and has an estimated overall project cost of \$9 million. The project has a letting date of August 14, 2024 and is currently in the design phase. PE is 45% complete for the Amber Road Bridge #226 project. PE is 60% complete for the Antwerp Road Bridge #15 project and there has been an approximately \$200,000

decrease in the estimated overall project cost and construction estimate. The consultant selection process is nearly complete for the Woodburn Road Bridge #51 project, Cuba Road Bridge #24 project, Hamilton Road Bridge #242 project, and the Van Zile Road Bridge #32 project.

Mr. Zaharako gave the report for the City of Fort Wayne. PE is 45% complete for the Hillegas Road Project. PE is 65% complete for the Bluffton Road Bridge #358 project and NEPA preparation is in progress. PE is 65% complete for the Goeglein Road Bridge #113 project and NEPA preparation is in progress. The pre-final check of the St. Joe Center Road project is complete. The State Boulevard project is in the warranty phase for plantings. The punchlist was completed for the Maplecrest Road – Phase II project.

Mr. Kaiser gave the report for INDOT. The contract for the new signal installation project on SR 14 at South Noyer Road/Rock Dove Road was awarded on July 21, 2022 to Shambaugh & Son LP.

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

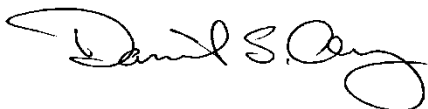
Mr. McMichael was not present so there was no progress report for the City of New Haven.

The first item of new business was the Vision Zero Policy Statement presented by Mr. Avery. Comments and suggestion were submitted by the Board members via email and the revised policy statement was reviewed. Ms. Brown moved that the Toward Vision Zero Policy Statement be approved. Mr. Zaharako seconded the motion and it carried.

The next item of new business was the US 30 Discussion and Update presented by Mr. Avery. The PEL (Planning and Environmental Linkages) study of the US 30 corridor is underway. The study of the US 30 corridor between US 33 and Felger Road/Leesburg Road was the focus of this update. This study looked at intersection improvements to improve safety, congestion, and mobility. Mr. Avery went over the several scenarios presented by INDOT at the June 2022 public meeting and the proposed improvements from the US 30 Coalition. The majority of the stakeholders agreed on the following proposed improvements; Kroemer Road a right-in right-out interchange along with local road improvements, Flaugh Road a diverging diamond interchange, O'Day Road a bridge carrying O'Day Road over US 30, Stahlhut Road close intersection and cul-de-sac Stahlhut Road, Leesburg/Felger Road full access interchange, Solon Road close intersection and cul-de-sac Solon Road, and Butt Road a bridge carrying Butt Road over US 30. The 2040 Transportation Plan and Transportation Improvement Plan (TIP) will need to be amended.

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

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



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

Toward Vision Zero Policy Statement

The Urban Transportation Advisory Board (UTAB) believes the streets in Allen County and the cities and towns within must be safe for everyone — no matter where they live, no matter their means, and no matter their choice to walk, bike, drive or take transit. Traffic fatalities and severe injuries are preventable and unacceptable, and safety must be the most important consideration for every street. UTAB embraces the Safe Systems Approach that shares the responsibility and promotes a holistic approach to safety across the entire transportation system. The key focus of the Safe Systems Approach is to reduce death and serious injury through design that accommodates human mistakes and injury tolerances. The five major components of the Safe System Approach include: safe road users; safe vehicles; safe speeds; safe roads; and post-crash care.

UTAB believes that the following principles are important towards improving transportation safety:

- Safety, health, and welfare of the public are the highest priority in planning, engineering, and design. Transportation systems should be safe for all road users, for all modes of transportation, in all communities, and for people of all ages, incomes, and abilities.
- Transportation systems should be designed to account for human factors.
- Transportation systems should be designed to protect human life and set target speeds appropriate for the context and type of facility.
- Traffic laws, such as impaired driving, walking, and biking; car seat and seat belt usage; speeding, reckless, and distracted driving; should be enforced.
- UTAB will review crash data to understand safety issues, prioritize investments on high injury locations and ensure there are not disproportionate impacts on any disadvantaged communities.
- New technologies that promote safer vehicles and safer roads such as infrastructure to vehicle communication and vehicle to vehicle communication should be deployed when feasible.

Based on these principals and application of the Safe System Approach, the Urban Transportation Advisory Board has set a goal to reduce road related fatal and serious injury crashes by 50% in Allen County by the year 2045. The measure will be based on a five-year rolling average of “fatal crashes” and “personal injury crashes” occurring in Allen County. The current five-year averages and proposed targets are displayed in Table 1. The 2041-2045 average targets for fatal and personal injury crashes represent a 50% reduction of the 2017-2021 average.

Table 1. Fatal and Personal Injury Crashes-Allen County
2017-2021 Average and 2041-2045 Average Target

Year	Number of Fatal Crashes	Number of Personal Injury Crashes
2017	40	2,482
2018	28	2,314
2019	36	2,237
2020	31	1,797
2021	43	2,036
2017-2021 Average	35.6	2,173.2
2041-2045 Average Target	17.8	1,086.6