

Appendix J

Public Participation- Comments and Responses

Comments from the NIRCC Transportation Open House April 18, 2018

1) Comment/Question: Ardmore Avenue between Lower Huntington Road and Covington Road. Traffic backs up here many times a day. The worst times are rush hours, and when we have trains stop to drop off cars at Mulinex near the intersection of Engle and Ardmore. Traffic backs up from Sandpoint on the south to the Soccer Club on the north end. Please consider widening this road in the very near future, and working something out where trains can stop only in the middle of the night.

Response from City of Fort Wayne: We are aware of these traffic back-ups. We are looking into possible solutions for both the traffic congestion and train delays. This is in the long range plan for improvements. Once the best and proper solutions are determined, then long-term funding can be identified and a solution completed. However due to the size, complexity and probable extensive costs, the improvements are many years down the road.

2) Comment/Question: Sandpoint Road between Bluffton Road and Ardmore Avenue. Sandpoint is seeing heavy traffic with all the back-ups on Ardmore. There isn't a shoulder or any place for pedestrians. I'd like to see a few things happen:

- 1) A shoulder or sidewalk for bikes/pedestrians that makes its way to the new Bluffton Road Bike Trail
- 2) Consider slowing the speed limit from 35mph to 30mph
- 3) Consider a stop light at Sandpoint and Ardmore

Response from City of Fort Wayne: We have reviewed Sandpoint Rd for sidewalks. This section of roadway is approximately 7,600 feet long. Either a sidewalk or trail along one side of the road would be the most likely first step to providing a non-road path for pedestrians and bicyclist. Due to the associated improvement to drainage, driveway approaches, railroad crossing and other appurtenant items, this could easily be over a \$1 million to construct. This area is in the long range plan for sidewalks. Once we have completed the approximately 80 miles of priority sidewalks for pathways for children to school, this area along with the other identified roadways will be prioritized for completion. A speed study would be necessary for lowering the speed limit. However if this shows a higher speed is appropriate, this would have to be considered. The intersection of Sandpoint and Ardmore had a traffic warrant study done in 2014. In order to signalize this intersection additional right-of-way will be needed so that a southbound left-turn lane can be installed. This is planned but not funded at this time.

3) Comment/Question: Lower Huntington Road. People are walking in the street because there are not any sidewalks or trails. Would like to see a sidewalk/trail along Lower Huntington Road.

Response from City of Fort Wayne: Some areas of Lower Huntington Road are currently being designed for sidewalks for installation in 2018 and 2019. We need more information to know which section of the roadway is being referred to.

4) Comment/Question: Covington Road and Nuttman Road between Brooklyn Avenue and Ardmore Road. There is a need for a bike/pedestrian path down either Covington or Nuttman between Brooklyn and Ardmore, and along Ardmore Avenue to the soccer field area. Many kids from the Oakdale/Southwood Park area ride out that way. There is no safe path without going all the way downtown on the river greenway.

Response from City of Fort Wayne: It is planned to install either trail or sidewalk along the roadways at the time the roadways are improved. Sidewalks or trails are in the long-term plan for these roadways.

5) Comment/Question: As a stretch economic development goal, Fort Wayne (and Allen County?) might contemplate a political push for a Chicago and Indiana Route 30 bypass along the SR 14/SR 114 corridor from I-69 to I-39. Chicago has been increasingly unacceptable since before my adult lifetime and I-30 seems too expensive to fix or closely bypass due to land uses already in place along it. The real problem with Route 30 seems we are asking it to serve too many purposes and absorb too much ongoing growth.

I've driven the 14/114 routes multiple times to bypass various problems (despite routing problems once in Illinois). Often enough, it takes longer only in theory. It is certainly safer and more predictable, so far less fatiguing on long hauls (11-16 hours) and potentially even in bad weather.

It seems that this bypass would take a lot of stressed semi-trucks off Route 30. Besides the fact that they must make time, Route 30's design and "safety" measures are hopelessly fatiguing even in a car. Meanwhile, it seems the communities and industries currently depending on Route 30 could also be well served by an alternate route.

West of Fort Wayne, the Route 24 corridor is too far south and I suspect needs have changed. East of Fort Wayne, Route 24 could feed from Toledo to 14/114.

As an additional thought, the political plans might include a single detached lane (with full shoulder) in both directions exclusively for self-driving trucks (and emergency ingress/egress such as the service roads which parallel interstates in Texas).

One might propose the route as fuel and pollution reductions specifically and solely for long-haul self-driving semi's, along with a few marshalling points. Such a route might be as level and

straight as possible? Less expensive and less complex to build? Less wear and tear on the other interstates? I realize the railroads might object.

Response from Indiana Department of Transportation: INDOT is continually studying and analyzing US 30 to determine where funding should be spent. At this time we are reviewing options on US 30 to improve the flow and safety on the existing alignment. We are still in the early stages of determining what those improvements should be. Although the citizen did not mention building US 30 to freeway standards, this is typically the request we have received. To build US 30 to freeway standards is something that would take a great deal of planning, and even greater funding along the entire corridor. Be assured that any improvement that would be made in the near future will be designed to improve traffic flow and safety as the primary objective.

As for the alternate route on SR 14 and SR 114, improving these state routes or creating another multiple lane route would be cost prohibited. The right of way cost alone would be exorbitant, as new terrain would be impacted. We appreciate how the customer took the time to articulate and send such a detailed suggestion.

In regard to the suggestion of a dedicated lane for self-driving trucks, INDOT and Purdue University and the Joint Transportation Research Program (JTRP) are working to create a dedicated short-range communications infrastructure with signal phase and timing broadcasts in several locations. We are also working in conjunction with other related-industries of how best to move forward with legislation which will fund this type of research.

6) Comment/Question: Dicke Road between Aboite Center Road and Covington Road. I would love to have the bike trail connect on Dicke Road. Dicke has a lot of traffic and is narrow so it is dangerous to run or bike to the trails.

Response from City of Fort Wayne: A trail along Dicke Rd is in the long-term plan. At the time of roadway improvements or prioritization by the trail review committee, this will be designed and completed. However there are other higher priority trails needing completion first.

7) Comment/Question: On several occasions and specifically in the AM & PM hours it has been observed that there is a heavy eastbound to southbound movement at the intersection of St. Joe Rd. and Maplecrest Rd. that hasn't been satisfied. Vehicles lining up at the intersection wanting to turn right on Maplecrest must wait for more than one cycle to clear the intersection. The queue is long and backs to Mayhew Rd. Please review the intersection and hopefully your recommendation can be included as a minor intersection improvement.

Response from Allen County: We have looked at adding a right turn lane for eastbound to southbound traffic at the intersection of Saint Joe Rd and Maplecrest Rd intersection. To make the turn lane usable and safe some pavement and striping improvements are required. Work at this intersection has not been scheduled but is on our list of projects to do.