Transportation Times

Adams-Allen-DeKalb-Wells

Allen County Bicycle and Pedestrian Crash Summary

Crashes in Allen County, including all cities and towns, are collected, mapped, and analyzed annually by NIRCC staff and local officials. The data includes all reported crashes involving pedestrians and bicyclists with motor vehicles. The crash data is compiled and summarized to support efforts for identifying strategies for improving safety.

NIRCC began collecting and analyzing bicycle and pedestrian data in 2009. Over the last fourteen years, new construction of sidewalks, trails, and on-street facilities has increased miles of bicycle and pedestrian infrastructure within the region. NIRCC monitors trail use, and as new infrastructure is built, there is a corresponding increase in bicycle and pedestrian activity.

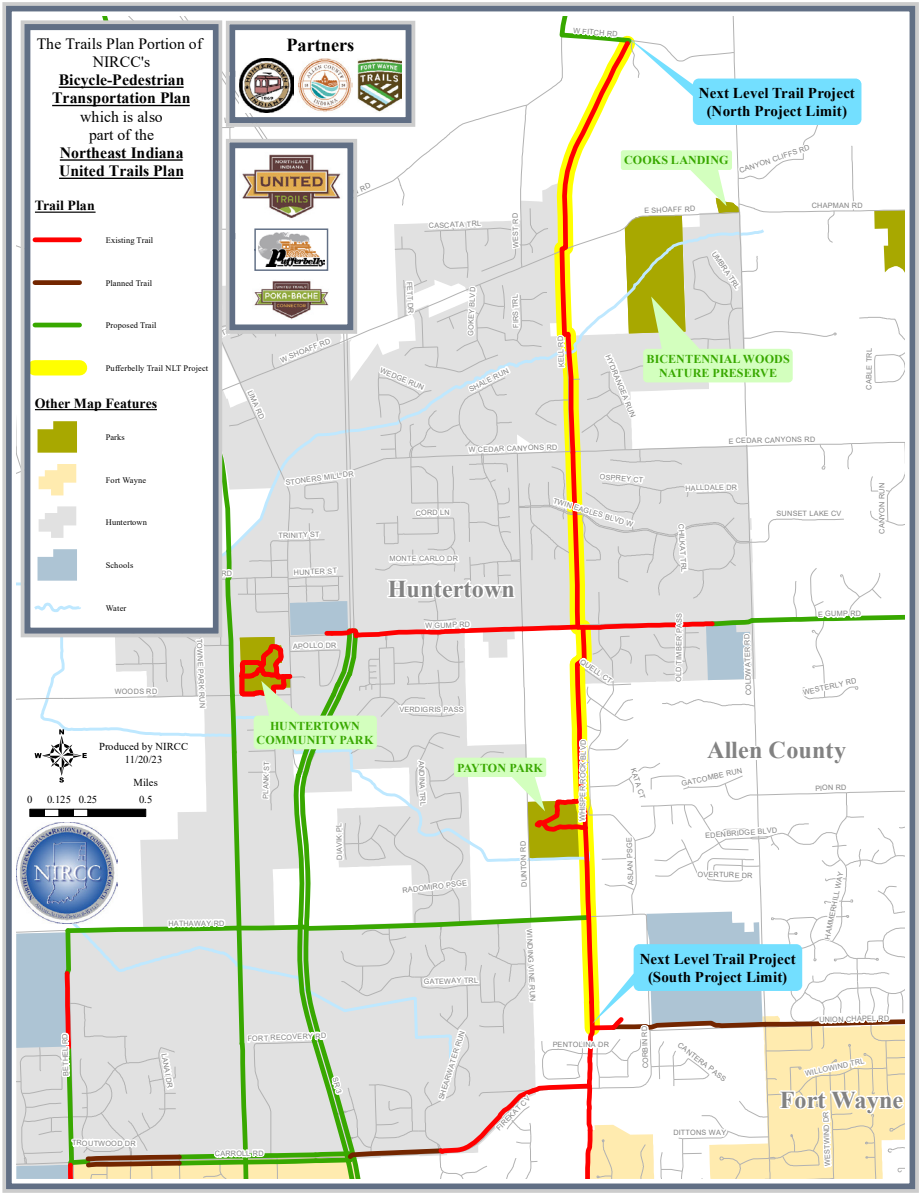
In This Issue

Bicycle and pedestrian crashes are extracted from the Automated Reporting Information Exchange System (ARIES) portal. All crash reports prepared and filed by law enforcement agencies in Indiana are submitted to ARIES. Staff review the crash reports checking for errors and other discrepancies and record specific characteristics regarding each crash. This process ensures the reported information is ac-

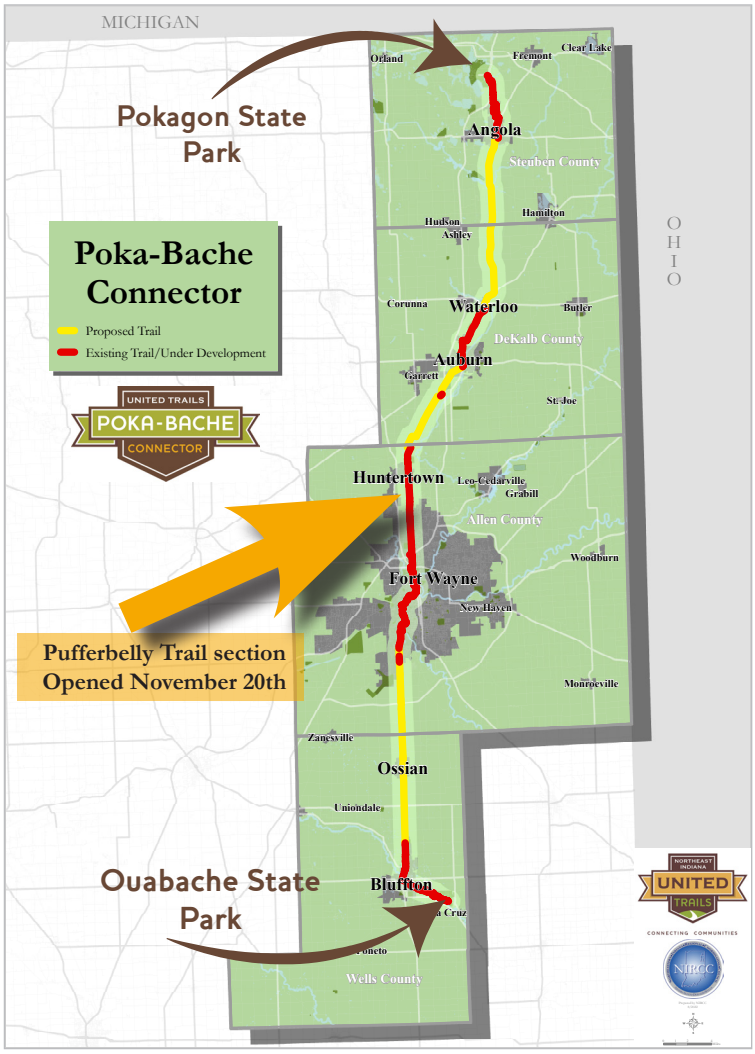
(Continued on page 8)

Poka-Bache Connector Update - Section of Pufferbelly Trail Complete!

Another section of the Poka-Bache Connector Trail has been completed! A section of the Pufferbelly Trail (part of the Poka-Bache Connector) in Allen County opened on November 20th with a ribbon cutting celebration at the Life Bridge Church trailhead. This new section is about 4.3



miles long and continues the trail north from the Life Bridge Church trailhead all the way to Fitch Rd. This only leaves a gap of about 0.5 miles to finish the connection to DeKalb County! Allen County is currently designing this last 0.5 mile section and plans to construct it in the next few years.



The Poka-Bache Connector will be just over 81 miles long and connect Pokagon State Park near Angola to Ouabache (pronounced Wabash) State Park near Bluffton (https://www.nircc.com/poka-bache-connector.html). The trail will travel through 4 counties, 7 cities and towns, and will be Indiana's longest multiuse trail. The trail will connect over 121,000 people, 140 recreational areas, 10 libraries and 50 schools within 1 mile of the trail. This will be a huge asset to the Northeast Indiana United Trails system which encompasses 12 counties in Northeast Indiana (https://www.nircc.com/northeast-indiana-united-trails-plan.html).

With over 47% of the trail already existing, and another 3% currently under development or construction, the Poka-Bache Connector is halfway completed!

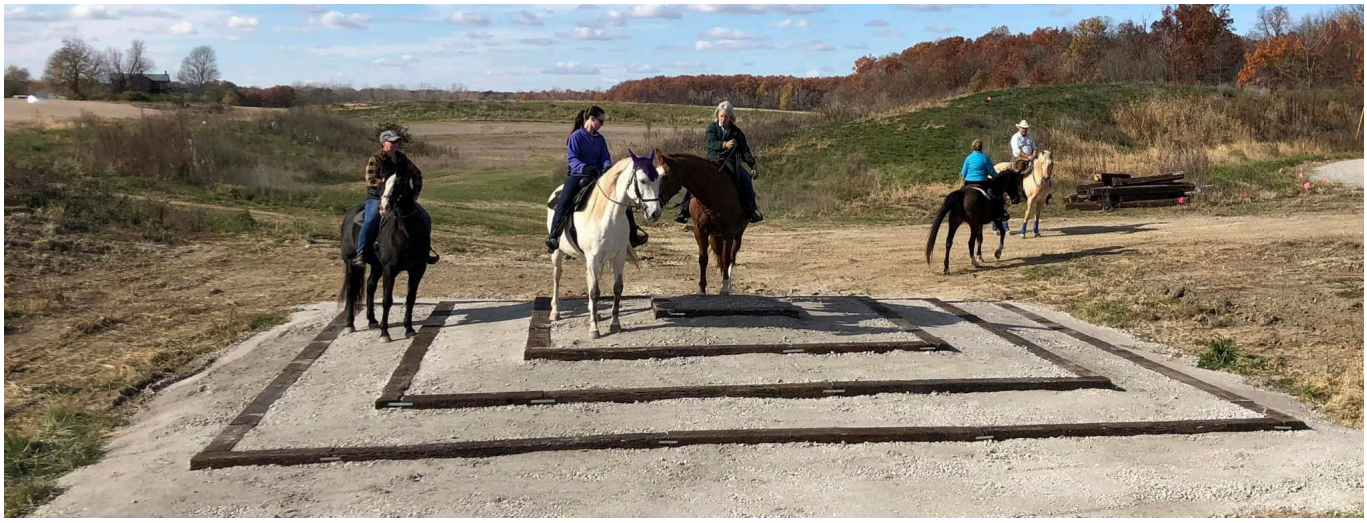
Allen County Equestrian Course Almost Complete!

The very first horse trail park in Allen County is almost ready to use! A one-time event took place recently for members of the Three Rivers Horse Trails to experience first-hand, or should we say first-hoof, some of the new Allen County Equestrian Course trails. On November 12, 2023, the private event saw 43 horses participate on the trails. Although

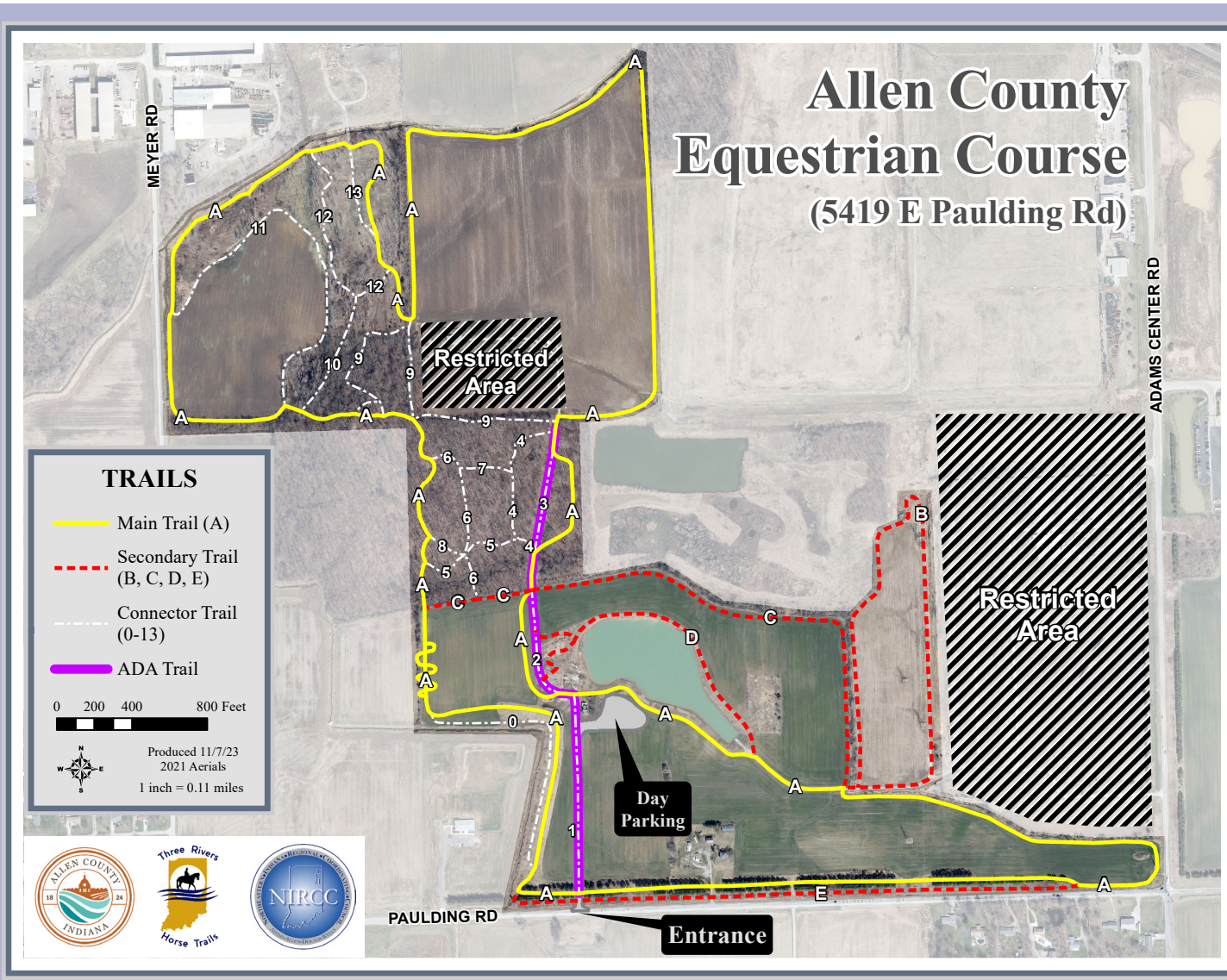
the project is only about 60% complete, equestrians were able to enjoy riding on over 8 miles of trails. The riders came from 10 counties in Indiana and Ohio. All ages and experience levels were able to participate. The local therapeutic riding stable also brought participants out to ride the course. A ribbon cutting is being planned for the spring of 2024 when the horse trail park becomes fully operational.

Allen County and the Three Rivers Horse Trails organization partnered together and received an Indiana Trails Program (ITP) grant award of $250,000 back in September of 2021 to construct a trailhead with equestrian trails on the southeast side of Ft Wayne on property owned by the Allen County Commissioners. NIRCC also provided assistance with the grant throughout the process.

The grant was awarded by the Indiana Department of Natural Resources (DNR) in the amount of $250,000, with $62,500 in matching funds from Allen County. This allows for the construction of a 3-acre trailhead with parking



for trucks and horse trailers along with convenience facilities. The site will also feature handicapped accessible parking areas, mounting structures, and trails appropriate for therapeutic riding. Engineering Resources, Inc. (ERI) provided the design and estimate for the horse trails and Krafft Water Solutions is in the process of finishing up construction. Approximately 5 miles of the horse trails are being built using the DNR funds and another 3 miles are being built using local funds. The 8 miles of trail are being built around farm fields and through wooded areas at the site which encompasses over 200 acres. Equestrian obstacles for the enjoyment of riders and the challenge of their horses are also included with the project. You can see a map of the horse trails on the next page.



Map of the Horse Trails and Trailhead

Big Data

The Northeastern Indiana Regional Coordinating Council (NIRCC) is making additional investments in big data to better understand the movements of both people and freight into, out of, through, and within Northeastern Indiana. NIRCC originally acquired big data back in 2016. This second study hopes to show changes in travel patterns, including workflows, now that the COVID pandemic has diminished, and there has been a shift in the number of people working from home. NIRCC sent out request for proposals (RFP) in September, requesting proposals from qualified individuals or firms ("Consultant") for the provision of (on-call) technical support with big data collection and analytical services for transportation planning purposes within the Northeast Indiana Region. The region includes the following eleven counties: Adams, Allen, DeKalb, Huntington, Kosciusko, LaGrange, Noble, Steuben, Wabash, Wells, and Whitley. The work will vary based on the project and will be identified on an as needed basis. The work may involve tasks including but not limited to:

- Gathering and analyzing current and/or historical population movement data to determine the origins and destinations of population traveling within, through, into, or out of an identified area.

- Gathering and analyzing current and/or historical population movement data to determine the origins and destinations of population traveling along a specified segment of a corridor.

- Gathering and analyzing current and/or historical freight movement data.

- Gathering and analyzing current and/or historical travel time data.

- Data and analyses should include time of day and trip purpose (home based, non-home based, work, and non-work) when applicable.

NIRCC is currently in the beginning stages of negotiations with the selected Consultant to establish the final project scope of work and fees.

What is Big Data:
Passively collected big data on trip origins and destinations presents a valuable and powerful new source of data for travel modeling and forecasting. Passive origin-destination (OD) data include information from observations of millions of individual trips that can be joined for travel modeling and forecasting and simply understanding travel patterns in a region like Northeast Indiana. Moreover, passive data collection can provide OD data more cost effectively than traditional household travel surveys. However, the new data is not without its limitations, one key limitation being that passive OD data is typically aggregated (to protect privacy concerns and for data manageability) and anonymous (not including any traveler characteristics). Another important limitation is that passively collected data does not constitute a random sample and is not generally representative unless it is carefully expanded to correct for systematic biases.

While it will never be a full replacement for survey data, because passive data is by its nature anonymous and thus lacking in travelers' characteristics and purposes which are important for many types of forecasting (such as mode choice), passive OD data complements traditional survey data extremely well, providing types of information that surveys cannot, or cannot without great cost. In particular, passive OD data can provide information on trucks and visitors, both of which are very costly to survey. Passive OD data can also collect much larger samples, which are important for less frequent phenomenon like longer distance trips, and for providing a detailed understanding of the OD patterns of simple daily resident trips. While surveys capture many important details of daily resident trips, particularly regarding purpose and mode, no cost-constrained survey can provide a picture of the OD trip matrix itself at the level of zones or even moderately disaggregate districts. Traditional surveys typically contain observations for 3% or less of the cells in the OD matrix. In contrast, passive OD data typically provides observations for a quarter to a third of the cells in the OD matrix. This data enables alternative data-driven model frameworks, which can produce more accurate results and a better ability to understand travel patterns in general.

Passively collected big data is a rapidly evolving subject area. Over the past several years, many organizations and companies have begun to offer their data for use in transportation planning and analysis. As of 2017, there are four technologies (or types) of passive OD data in use: Cellular Tower Signaling, LBS (Location Based Services), GPS (Global Positioning Systems), and Bluetooth. Each technology requires its own equipment and has its own limitations. For instance, cellular phone tower triangulation has limited resolution based on the spacing of towers and relies on communications between devices and towers that are not optimized for transportation data needs. GPS devices can provide accurate locational data, but sometimes ID persistence is an issue that can limit data processing techniques. Bluetooth transceivers are required to detect Bluetooth-enabled devices and must be deployed on-site to collect the data for a limited number of locations. Despite these limitations, these new technologies provide information on millions of trips to support a robust understanding of regional travel patterns.

All existing commercially available passively collected OD data are based on incomplete sample frames. These commercially available datasets exclude travelers without mobile devices while they travel, and these datasets include only a select portion of travelers with mobile devices. Moreover, short-distance trips or short-duration activities are often under-represented in the

data because they require more frequent observations of position. Travel to and from locations with poor coverage can also go un- or under-detected. Failure to account for such biases can lead to erroneous representations and faulty predictions of trip lengths, trip flows between origins and destinations, and present and future travel activity and traffic in general.

Traffic counts provide unbiased information on the spatial distribution of traffic. Traffic counts are currently the only data available to support expansion methods for passive OD data capable of correcting systematic biases related to coverage (rather than market penetration) and trip length or activity duration. The use of traffic counts in a well-defined process of expanding or adjusting demand estimates should be preferable to their use to adjust demand estimates in a series of ad hoc and often poorly documented manual adjustments.

Allen County Bicycle and Pedestrian Crash Summary continued...

curate and provides detailed data that is summarized to identify common attributes, trends, and other factors to help analyze environmental and weather conditions; vehicle, bicyclists, and pedestrian actions; and infrastructure and physical design attributes that are contributing to bicycle and pedestrian crashes.

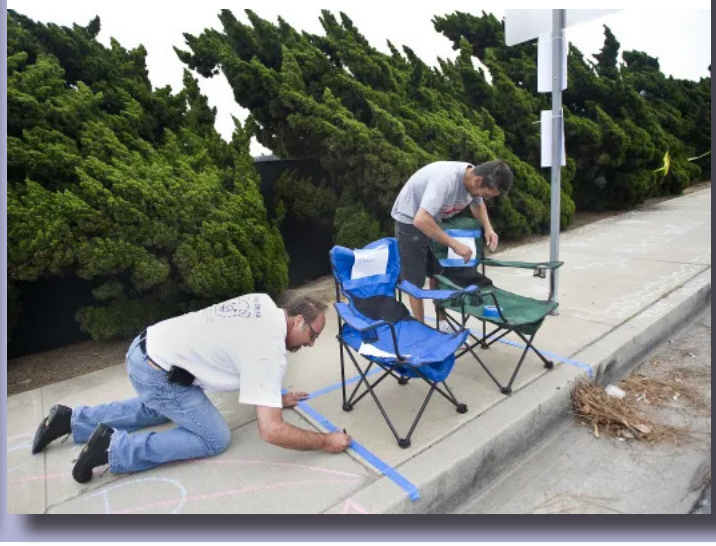
In recognition that collisions between bicyclists and pedestrians with motor vehicles are all important, all are included in the Annual Crash Summary Report. However, for analyzing bicycle and pedestrian crashes and addressing safety concerns, it's useful to separate crashes occurring on public roadways from those on private property. In addition, any person involved in a crash that is not in or on a motorized vehicle, or on a bicycle, is classified as a pedestrian. This covers a wide range of activities, some of which do not represent the general definition of a pedestrian.

NIRCC staff collaborated with partner public agencies to review the types of activities people were engaged in when a collision with a motor vehicle occurred. To separate traditional pedestrian actions "Active" pedestrians include anyone traveling on foot (walking, running, using a wheelchair, hoverboard, or scooter).

Active Pedestrian

"Non-Active" pedestrians identify those individuals not actively traveling on foot. On the following page is a list based on crash reports from 2009 to 2022 of pedestrian action types, frequency of occurrence, and if the action is determined to be an "Active" or "Non-Active" pedestrian for the summary report.

Non-Active Pedestrian

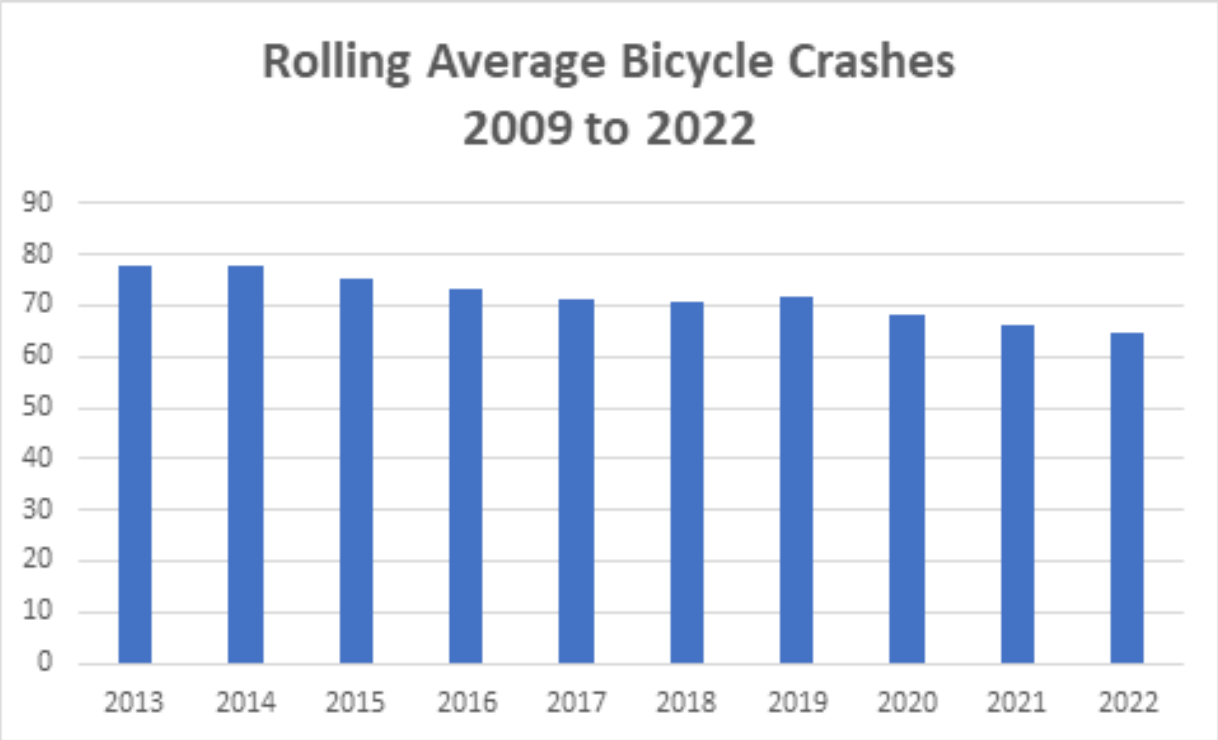


Other Pedestrian Types Identified 2009-2022	Frequency	Active	Non-Active
Attempting to move dog from roadway	1		X
Attempting to stop vehicle	3		X
Child in driveway	3	X	
Child ran into street	1	X	
Child rode into street	5	X	
Cleaning Parking lot	1		X
Construction worker	22		X
Criminal Act	3		X
Domestic Event/Fight/Intentional Act	50		X
Electric Scooter	10	X	
Electric Skateboard	1	X	
Entering/exiting vehicle parked on street	4	X	
Fell/Jumped onto or from moving vehicle	8		X
Footscooter	4	X	
Hoverboard	1	X	
Inside a structure	8		X
Laying on ground	4		X
On private property, working, mowing, standing, sitting, etc	36		X
Playing in lawn and pushed/fell into street	1	X	
Playing on sidewalk	1	X	
Police officer	7		X
Prior collision	2		X
School Crossing Guard	1		X
Sidewalk at intersection standing	1	X	
Skateboard	7	X	
Standing beside, behind or in front of parked vehicle	48		X
Tow Operator/Roadside Service	9		X
Unoccupied moving vehicle (not in park)	9	X	X
Wheelchair	15	X	
Working on vehicle/disabled vehicle	12		X

Bicycle Crash Data Summary

Bicycle crashes have been summarized on public roadways since 2009 in Allen County. During this period there have been 11 fatal and 219 serious injury collisions. Five-year rolling averages are used for trend analysis. The rolling averages for bicycle crashes from 2009 to 2022 shows an overall slight decline in the frequency of collisions.

Based on the primary factor contributing to the cause of a crash during this 14-year period, 53 percent of all crashes are attributed to the motorists' actions. In contrast to the overall crash data, 64 percent of the fatal crashes and 51 percent of the serious injury crashes are attributed to the bicyclists' actions. The most common cause was identified as failure to yield (74 percent). Based on the age of the bicyclists involved in these collisions, the data shows they were primarily younger individuals between 11 to 15 years of age (20.3 percent), and 56 percent were 25 or younger.

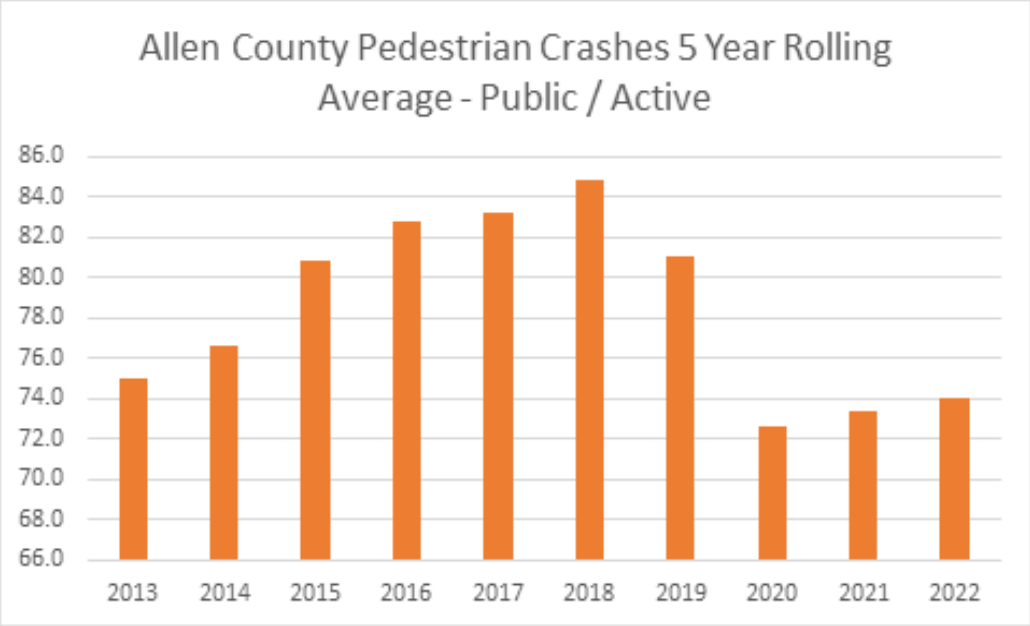


Bicyclist Age	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Total	% of Total
Unknown	3	1	1	1	2	0	0	1	1	1	0	0	0	3	**14**	**1.6%**
0-5	1	2	1	1	1	0	4	2	0	0	0	0	0	1	**13**	**1.5%**
6-10	3	10	2	4	4	4	7	4	6	5	7	5	4	2	**67**	**7.5%**
11-15	19	19	13	16	15	14	12	12	17	9	11	9	4	12	**182**	**20.3%**
16-20	6	10	20	21	8	6	9	7	8	10	10	5	9	6	**135**	**15.1%**
21-25	5	6	4	11	14	10	6	7	9	8	6	3	8	6	**103**	**11.5%**
26-30	3	3	3	3	6	5	7	5	10	6	7	3	6	8	**75**	**8.4%**
31-35	0	10	2	7	2	3	3	4	6	3	3	3	4	5	**55**	**6.1%**
36-40	6	1	5	7	3	4	3	4	3	7	5	3	4	8	**63**	**7.0%**
41-45	1	5	2	1	0	4	2	1	2	2	2	3	0	1	**26**	**2.9%**
46-50	7	7	4	7	5	3	3	6	4	1	5	3	1	5	**61**	**6.8%**
51-55	3	7	6	4	4	3	5	2	4	8	2	4	1	5	**58**	**6.5%**
56-60	5	5	6	1	4	2	6	4	4	4	4	4	7	3	**59**	**6.6%**
61-65	1	0	4	4	3	2	1	1	5	4	3	6	2	2	**38**	**4.2%**
66-70	0	0	1	1	1	1	2	3	0	0	2	1	5	4	**21**	**2.3%**
71-75	0	1	1	0	0	1	3	2	2	0	2	1	0	1	**14**	**1.6%**
76-80	1	0	1	1	1	2	1	0	0	1	0	0	0	1	**9**	**1.0%**
81 and over	0	0	0	0	0	0	0	0	0	0	1	2	0	0	**3**	**0.3%**
Total	**64**	**87**	**76**	**90**	**73**	**64**	**74**	**65**	**81**	**69**	**70**	**55**	**55**	**73**	**996**	

Pedestrian Crash Data Summary

A similar type of analysis was performed for pedestrian crashes occurring on public roadways in Allen County for the years 2009 to 2022. There were 65 fatal and 492 serious injury crashes involving pedestrians in this 14-year period. This includes all pedestrian reported crashes, Active and Non-Active. Adjusting for active pedestrians, there were 42 fatal and 341 serious injury collisions. A five-year rolling average for crashes involving active pedestrians reveals a steady increase from 2009 to 2018, decreases in 2019 and 2020, and slight increases in 2021 and 2022.

Based on the primary factor contributing to the cause of a crash during this 14-year period, 54 percent of all collisions were attributed to the pedestrians' action. For fatal crashes, 81 percent of the collisions were attributed to the pedestrians' action, and 62 percent of the serious injury collisions. The most common cause for these collisions was failure to yield (44 percent). Right angle crashes accounted for 32 percent of all collisions followed by left turn crashes (15 percent). The age of pedestrians involved in these collisions primarily involved younger individuals. Like bicyclists, the most impacted age group of pedestrians were individuals aged 11 to 15 (12 percent), and 47 percent were 25 years of age and younger.



Additional analyses will be performed using this data for planning purposes and local improvements. NIRCC will continue to gather and analyze crash data involving pedestrians and bicyclists to assess the effectiveness of improvements. Educational efforts are also being reviewed to determine how they can help in reducing the frequency of these types of collisions.

2023 Community Crossings Grant Recipients

On November 3rd, Governor Holcomb and the Indiana Department of Transportation announced the Indiana cities, towns and counties that received state-matching funds for local road projects through the Next Level Roads: Community Crossings Initiative.

Launched in 2016, the Community Crossings Matching Grant (CCMG) Program provides funding to cities, towns, and counties across Indiana to make improvements to local roads and bridges. Community Crossings is a partnership between INDOT and Hoosier communities, both urban and rural, to invest in infrastructure projects that catalyze economic development, create jobs, and strengthen local transportation networks. State lawmakers identified long-term funding for Community Crossings as part of House Enrolled Act 1002, passed by the legislature and signed into law by Governor Holcomb in April 2017.

Projects that are eligible for funding through Community Crossings include road resurfacing and preservation, bridge rehabilitation or replacement, road reconstruction with Americans with Disabilities Act (ADA) compliance in connection with a road project. Material costs for chip sealing and crack filling operations are also eligible for funding.

Projects submitted to INDOT for funding are evaluated based on need, traffic volume, local support, impact on connectivity and mobility within the community and regional economic significance. Community Crossings is open to all local government units in the State of Indiana.

- Cities and towns with a population of fewer than 10,000 will receive funds using a 75/25% match
- Cities and towns with a population of greater than 10,000 will receive funds using a 50/50% match
- Counties with a population of fewer than 50,000 people will receive funds using a 75/25% match
- Counties with a population of greater than 50,000 people will receive funds using a 50/50% match

Since the inception of the grant program in 2016, nearly $1.5 billion in state matching funds have been awarded to Indiana communities. Nearly 600 Indiana municipalities have benefitted from the start of the CCMG Program.

Congratulations to the following grant recipients in Northeast Indiana who will receive a portion of the $91.5 million distributed throughout Indiana from this 2023 round of Community Crossings:

- The City of Auburn received $937,500
- The City of Berne received $579,883
- The City of Bluffton received $1,000,000
- The City of Butler received $767,815
- The City of Decatur received $810,508
- DeKalb County received $1,000,000
- The City of Garrett received $743,951
- The Town of Grabill received $1,000,000
- The Town of Hamilton received $523,636
- The Town of Monroe received $264,634
- The Town of Monroeville received $680,186
- The City of New Haven received $1,000,000
- The Town of Ossian received $651,096
- Wells County received $416,624

Welcome to the NIRCC Team Ian!

Welcome Ian Lese! As the newest member of the NIRCC staff, Ian will be working on finding ways to make the transportation system more sustainable and equitable for our community. Ian comes to NIRCC with his roots right here in Fort Wayne. He was born and raised in Fort Wayne where he went on to graduate from IPFW with a dual Bachelor of Arts Degree in History and Political Science. Ian also holds a Master's Degree of Public Administration. In his spare time Ian loves to cook, read about history, and watch Seinfeld with his cat Merlin. He also volunteers his time to help the Leo High School Boys Basketball team and sits on the Community Advisory Committee for the Purdue Fort Wayne College of Liberal Arts.

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