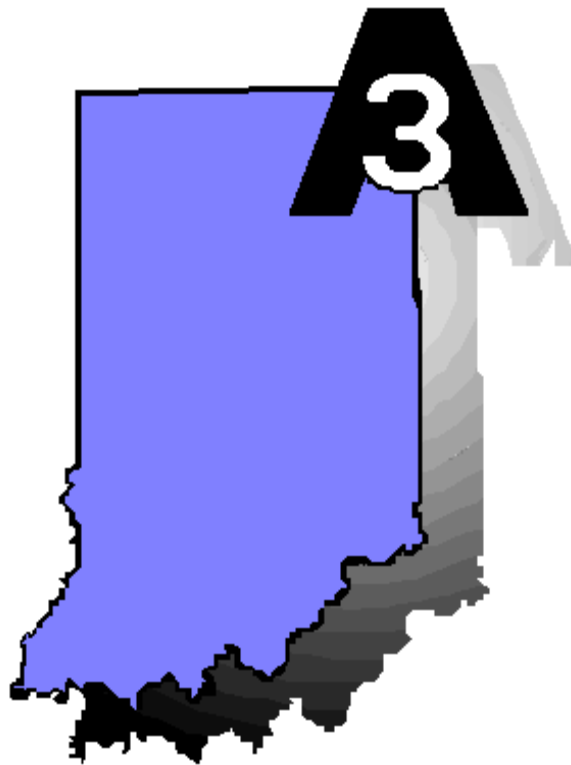


# Region 3A

## Economic Development District & Regional Planning Commission

Final Report for the Indiana Department of Transportation  
Small Urban and Rural Transportation Planning Program



July 1, 2003 – July 1, 2004

## INTRODUCTION

This report is being submitted to fulfill the requirements of the grant agreement between Region 3A Economic Development District and Regional Planning Commission and the Indiana Department of Transportation for the 2003-2004 Small Urban and Rural Transportation Planning Assistance Program. The format of this year's report is virtually the same as last year's. The report begins with a regional profile, which provides mostly statistical information on Region 3A's work area: Huntington, LaGrange, Noble, Steuben, and Whitley counties. Last year's data is retained, with updates made wherever possible. Following the regional profile is a breakdown of each of the work areas on which Region 3A focused during the 2003-2004 program.

Region 3A proposed three major work elements for the current grant cycle: (1) the use of the Regional Transportation Needs Assessment, (2) a continuation and of the traffic counting program, and (3) the initiation of mapping in a GIS format. Each of the three areas was addressed by the transportation planner and work was accomplished for all elements, but several factors prevented full realization of the goals set out in the proposal for the 2002-2003 program. Between May 2002 and February 2003, Region 3A was under the direction of three different executive directors—including about two months with no executive director. Also, the original transportation planner left in August 2002 and returned in February 2003. In addition to personnel changes, the position of transportation planner expanded to include significant, and often burdensome, amounts of work in comprehensive planning and zoning. As might be expected, these factors all caused considerable disorganization within Region 3A in general and, obviously, also in the transportation planning department. In spite of the difficulties, a fair amount of work was accomplished and this report details it in full.

The Transportation Planner position was filled in February 2004. The transition is complete. The current Transportation Planner is committed to the transportation program with no other duties. The fourth quarter of the year has been given to accident studies and traffic counts.

**REGIONAL PROFILE**

Region 3A’s jurisdictional area covers five counties in northeast Indiana: Huntington, LaGrange, Noble, Steuben, and Whitley. The region is dotted with corn and bean fields, forests, and lakes. Barns and fences are the dominating features of the mostly rural landscape. The Fort Wayne metropolitan area, however, is only a short drive from each of the counties. The individual counties and the region as a whole are still among the fastest growing areas in the State in terms of population, economy, industry, and other factors.

**POPULATION**

The composition of the five counties is predominantly rural with five cities and twenty-two towns scattered among them. Less than 40% of the region’s inhabitants live within the corporate boundaries of those cities and towns. As a result, the population density is low and many workers have relatively long commutes from their rural homes to the industrial centers located in and around the cities and towns. In spite of the rural nature of the counties, as a whole the region’s population continues to grow faster than the state’s. Between 1990 and 2000, the population of the five counties comprising Region 3A’s jurisdiction grew by 16.0% while the population of the state grew by 9.7%. Much of this growth can probably be attributed to the influx of jobs throughout the region in the mid-1990s. Unemployment dropped steadily through the 1990s, making the region an attractive and practical place for people to live.

**REGION 3A COUNTY POPULATION 1990-2000**

<b>County</b>	<b>1990</b>	<b>2000</b>	<b>% Change 1990-2000</b>
Huntington	35,427	38,075	7.5%
LaGrange	29,477	34,909	18.4%
Noble	37,877	46,275	22.2%
Steuben	27,446	33,214	21.0%
Whitley	27,651	30,707	10.0%
<b>Region 3A</b>	<b>157,878</b>	<b>183,180</b>	<b>16.0%</b>
<b>State</b>	<b>5,544,156</b>	<b>6,080,485</b>	<b>9.7 %</b>

Source: U.S. Census Bureau, Confirmed STATS\_Indiana 2004

Current forecasts predict that Region 3A’s counties will see continued growth well into the future, the totals below show major growth from 2000-2010 and another major growth period in the 2020 –2030 time frame. Significant economic recovery, however, could cause a substantial increase in area manufacturing jobs, likely resulting in higher than expected population growth.

**POPULATION PROJECTIONS 2010-2030**

<b>County</b>	<b>2000</b>	<b>Projected 2010</b>	<b>Projected 2015</b>	<b>Projected 2020</b>	<b>Projected 2030</b>
Huntington	38,075	39,822	40,327	40,783	40,912
LaGrange	34,909	37,615	38,538	39,373	49,097
Noble	46,275	46,584	47,464	48,260	53,872
Steuben	33,214	34,698	35,376	35,989	37,298
Whitley	30,707	32,429	32,893	33,312	35,578
<b>Totals</b>	<b>183,180</b>	<b>191,148</b>	<b>194,598</b>	<b>197,717</b>	<b>216,757</b>

Source: STATS Indiana, Updated 2004, INDOT Socioeconomic Forecast

Many local cities and towns saw major population increases between 1990 and 2000. Of the twenty-seven cities and towns within Region 3A’s borders only six experienced a decrease in population during the period between the censuses and almost sixty-percent grew by more than 20%.

**REGION 3A CITIES AND TOWNS 1990 - 2000**

<b>Cities and Towns</b>	<b>1990 Census</b>	<b>2000 Census</b>	<b>Percent Change</b>
Albion	1,823	2,284	+25.3
Andrews	1,119	1,290	+15.4
Angola	5,824	7,344	+26.1
Ashley	767	1,010	+31.7
Avilla	1,366	2,049	+50.0
Churubusco	1,781	1,666	-6.5
Clear Lake	272	244	-10.3
Columbia City	5,706	7,077	+24.0
Cromwell	520	452	-13.1
Fremont	1,407	1,696	+20.5
Hamilton	684	1,233	+80.3
Hudson	438	596	+36.1
Huntington	16,389	17,450	+6.5
Kendallville	7,773	9,616	+23.7
LaGrange	2,382	2,919	+22.5
Larwill	219	282	+28.8
Ligonier	3,443	4,357	+26.5
Markle	1,208	1,102	-8.8

Mt. Etna	111	110	-0.9
Orland	361	341	-5.5
Roanoke	1,018	1,495	+46.9

**REGION 3A CITIES AND TOWNS 1990 – 2000 continued**

<b>Cities and Towns</b>	<b>1990 Census</b>	<b>2000 Census</b>	<b>Percent Change</b>
Rome City	1,138	1,615	+41.9
Shipshewana	524	536	+2.3
South Whitley	1,482	1,782	+20.2
Topeka	912	1,159	+27.1
Warren	1,185	1,272	+7.3
Wolcottville	879	933	+6.1

Source: Indiana University Kelley School of Business, Indiana Business Research Center

As was mentioned above, northeastern Indiana is mostly rural and, consequently, the population density of Region 3A’s counties is low.

**LAND AREA AND POPULATION DENSITY**

<b>County</b>	<b>Area (sq. mi.)</b>	<b>Persons/sq. mi.</b>
Huntington	383	99.4
LaGrange	380	91.9
Noble	411	112.6
Steuben	309	107.5
Whitley	336	91.4
<b>Region 3A</b>	<b>1,819</b>	<b>100.7</b>

Source: LandView 5 US Census 2000

**LABOR FORCE**

Northeastern Indiana has long been a manufacturing center. The many interstates, federal highways, and state highways that run within its borders make it a prime supply hub. The somewhat volatile character of the manufacturing sector has a direct effect on the local labor force, yielding low unemployment rates during prosperous economic times and causing relatively high unemployment during economic downturns. Because of this unpredictability, diversification is a high priority, and local communities, often with the assistance of Region 3A, actively seek out potential economic development to bring to their communities.

The recent national prosperity had greatly benefited Region 3A’s manufacturing-centered economy. Many of the area’s factories are linked closely to the automobile industry, and when consumer confidence was high and automobile sales were consistently high, the region’s unemployment percentages were low: at or below the state’s from 1996 to the middle of 2000. The economic downturn of the past two years, however, has hit Region 3A’s counties especially hard. Unemployment levels were well above the state average in 2001, and, although improving for the most part in 2002—with the exception of Huntington County. The most recent unemployment data 2003 shows a decrease in the Regions level of unemployment and an increase against the State of

Indiana’s level of unemployment. The level of unemployment is less than 1%. Regional unemployment in December 2003 was around 5.1% that is equal to Indiana’s level. Major layoffs are a factor in the area, due in part to the cyclical nature of the manufacturing concerns i.e. Automotive, Mobile Home, Modular, Boating and RV.

**UNEMPLOYMENT LEVELS 1997- 2003**

	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>
Huntington	3.6	3.8	3.0	3.8	5.4	6.4	5.7
LaGrange	3.0	2.6	2.6	2.8	6.5	4.5	4.7
Noble	3.5	2.9	3.5	3.4	7.8	5.8	6.8
Steuben	3.0	2.9	2.9	3.4	7.3	6.9	7.2
Whitley	2.5	2.4	2.5	2.9	6.2	4.6	6.3
<b>Region 3A</b>	<b>3.2</b>	<b>3.0</b>	<b>3.0</b>	<b>3.3</b>	<b>6.7</b>	<b>5.7</b>	<b>5.1</b>
<b>Indiana</b>	<b>3.5</b>	<b>3.1</b>	<b>3.0</b>	<b>3.2</b>	<b>4.7</b>	<b>4.4</b>	<b>5.1</b>

Source: STATS Indiana Updated 2004

In 2002, the region continued to lag behind the state in average annual wages by industry. Manufacturing of durable goods is the primary source of income for northeast Indiana citizens and has been for many years. Recently, however, retail trades have seen an increase in income and total employment that suggests northeast Indiana’s economy is diversifying.

**2002 2<sup>nd</sup> QUARTER AVERAGE ANNUAL WAGES BY INDUSTRY**

	Huntington	LaGrange	Noble	Steuben	Whitley	<b>INDIANA</b>
All Industry Average	\$26,260	\$29,380	\$28,860	\$26,884	\$28,912	\$31,876
Agriculture	\$22,100	\$33,176	\$20,943	\$19,136	\$15,432	\$23,237
Mining	\$39,988	N/A	N/A	N/A	N/A	\$45,837
Construction	\$26,878	\$31,928	\$27,169	\$27,837	\$27,959	\$35,226
Manufacturing	\$30,708	\$39,124	\$35,497	\$35,428	\$39,244	\$43,213
Trans, Comm., and Utilities	\$37,852	\$28,075	\$31,719	\$41,009	\$29,639	\$40,170
Wholesale Trade	\$30,553	\$18,188	\$33,556	\$28,377	\$30,006	\$40,832
Retail Trade	\$20,255	\$17,278	\$18,042	\$16,963	\$20,584	\$19,946
Finance & Insurance	\$34,512	\$25,568	\$26,803	\$30,387	\$26,690	\$41,541

Source: Indiana Department of Workforce Development.I\FIND DATA

Because of the region’s proximity to the Fort Wayne, Elkhart and Goshen metropolitan areas and the number of employment opportunities in those places, many Huntington, LaGrange, Noble, Steuben, and Whitley County residents commute from their home counties. This, on top of the many long commutes resulting from the widely scattered population, causes a consistently large load of traffic on the area’s highways.

**PERCENT OF WORKFORCE COMMUTING OUT OF THEIR HOME COUNTY TO WORK  
(Based on IT-40 returns for Tax Year 2001)**

County	% in 2001	# Commuting Out 2001	% in 2002	# Commuting Out 2002
Huntington	24.3	5,746	21.0	5,391
LaGrange	26.5	5,333	24.5	5,320
Noble	26.4	7,355	23.7	7,065
Steuben	18.0	3,768	15.0	3,325
Whitley	34.9	7,074	33.8	7,363
Regional Average	26.0	5,855	23.6	4,281

Source: STATS Indiana Updated 2004

As was previously mentioned, the Region 3A area is heavily industrialized and, as a result, experiences a significant amount of large truck traffic. There are especially high numbers of manufacturing, construction, and agricultural businesses, most of which involve use of heavy machinery and are transportation intensive. As evidenced by the portions of US 30, US 6 and SR 9 which are located in the Region III-A service area, which have been designated as Extra Heavy Duty Highways by the governor on March 16, 2004.

**NUMBER OF ESTABLISHMENTS BY INDUSTRY  
(List is not all-inclusive)**

	Huntington	LaGrange	Noble	Steuben	Whitley	Region 3A
<b>TOTAL</b>	<b>825</b>	<b>710</b>	<b>914</b>	<b>973</b>	<b>633</b>	<b>4,055</b>
Agriculture	9	3	12	4	14	42
Construction	89	93	100	107	82	471
Manufacturing	61	97	135	98	55	446

Transportation & Public Utilities	36	24	23	47	19	149
Wholesale Trade	34	31	43	37	26	171
Retail Trade	131	130	137	172	88	658

Source: Indian Department of Workforce Development

**HOUSING**

The vitality of a particular area is often assessed in terms of the number of new housing units constructed over a given period of time. The Region 3A area has shown a decline since 1999, with the lowest number recorded in 2001. Since 2001 there is an increase in new housing units. All the counties in the Region III-A service area are showing the same type of moderate increase since the low point in 2001.

**NEW PRIVATE HOUSING UNITS**

	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>
Huntington	160	153	150	176	166
LaGrange	218	217	211	157	177
Noble	208	244	215	209	248
Steuben	347	207	210	262	321
Whitley	446	212	180	253	210
<b>Region 3A</b>	<b>1379</b>	<b>1180</b>	<b>966</b>	<b>1057</b>	<b>1121</b>

Source: STATS Indiana Updated 2004

**TOTAL HOUSEHOLD UNITS**

	<b>1990 Census</b>	<b>1995</b>	<b>2000 Census</b>
Huntington	12,830	13,000	15,269
LaGrange	9,209	9,900	11,225
Noble	13,418	13,900	16,696
Steuben	10,194	10,600	12,738
Whitley	10,010	10,300	11,711
<b>Region 3A</b>	<b>55,661</b>	<b>57,700</b>	<b>67,639</b>

Source: U.S. Census Bureau

**RECREATION**

There are a great variety of recreational opportunities in the Region 3A area, many of which are a direct result of the abundance of lakes scattered throughout the five counties. In addition to the lakes, numerous festivals and special activities, such as the Apple

Festival in Kendallville and the flea market and auction in Shipshewana bring tens of thousands of seasonal visitors to the region. These frequent visitors put additional stress on the transportation system and force communities to plan for servicing a population above and beyond their permanent residents.

**PUBLIC RECREATION SITES**

<b>County</b>	<b># of Sites</b>
Huntington	36
LaGrange	52
Noble	61
Steuben	42
Whitley	22

Source: Statewide Comprehensive Outdoor Recreation Plan 2000-2004

**LAKES**

<b>County</b>	<b># of Lakes</b>
Huntington	3
LaGrange	57
Noble	73
Steuben	74
Whitley	23

Source: Statewide Comprehensive Outdoor Recreation Plan 2000-2004

**TRANSPORTATION SYSTEM**

Region 3A’s five-county area has, for the most part, an adequately constructed and well-maintained highway system. The area is served by three interstates, six U.S. highways, and several state highways. As alluded to above, this is one of the greatest strengths of the region in terms of stimulating and maintaining economic development and growth. And with ample rail service and the Fort Wayne International Airport being located nearby, virtually all modes of transportation are available to the region’s businesses and inhabitants.

**HIGHWAY/INTERSTATE SYSTEM**

<b>Highway</b>	<b>Direction</b>	<b>Coverage within Region</b>
Interstate 69	North-South	Thru Steuben and Huntington Counties
Interstate 80	East-West	Thru Steuben and LaGrange Counties
Interstate 90	East-West	Thru Steuben and LaGrange Counties

U.S. 6	East-West	Thru Noble County
U.S. 20	East-West	Thru Steuben and LaGrange Counties
U.S. 24	East-West	Thru Huntington County
U.S. 30	East-West	Thru Whitley County
U.S. 33	North-South	Thru Whitley and Noble Counties

Region 3A has over 4,500 miles of roads that must be maintained frequently. The vast majority of these miles comprise the county road systems and their upkeep is the responsibility of the respective counties. Many of these roads have yet to be paved, and since a significant portion of the limited transportation funds that each county receives must be used to service the existing paved roads, few roads can be newly paved each year.

**ROAD MILEAGE PER COUNTY – 2000-2001**

County	Road Mileage 2000	Road Mileage 2001
Huntington	974	975
LaGrange	944	944
Noble	1031	1035
Steuben	841	843
Whitley	821	821
<b>Region 3A</b>	<b>4611</b>	<b>4618</b>

Source: INDOT 2001 Annual Report Updated INDOT 2003 Annual Report

Due to the rural character of Region 3A’s counties, inhabitants generally have to drive relatively far in order to get to work or to the goods and services offered in the region’s cities and towns. Although the daily miles traveled per capita is not synonymous with the average daily commute, the statistic does give an idea of the distance Region 3A’s populace drives daily to go to work, the store, or elsewhere. Steuben County has the highest daily miles traveled per capita in the state, according to INDOT’s 2001 Annual Report, and all of Region 3A’s counties are above the state average.

**DAILY VEHICLE MILES TRAVELED AND MILES PER CAPITA – 1999 -2001**

County	Daily Vehicle Miles Traveled 1999	Daily Miles Traveled Per Capita 1999	Daily Vehicle Miles Traveled 2000	Daily Vehicle Miles Traveled 2001	Daily Miles Traveled Per Capita 2001
Huntington	1,710,138	45.75	1,711,000	1,788,000	50.27
LaGrange	1,572,884	46.27	1,572,000	1,598,000	47.01
Noble	1,480,790	34.25	1,502,000	1,519,000	35.10
Steuben	1,930,923	60.83	1,923,000	2,024,000	63.75

Whitley	1,258,025	40.83	1,267,000	1,284,000	41.69
<b>Region 3A</b>	<b>7,952,760</b>	<b>43.42</b>	<b>7,975,000</b>	<b>8,213,000</b>	<b>44.85</b>
<b>State</b>	<b>195,776,72</b>	<b>32.94</b>	<b>198,125,000</b>	<b>203,006,000</b>	<b>34.16</b>

Source: INDOT 2001 Annual Report Updated INDOT 2003 Annual Report

## **REGIONAL TRANSPORTATION NEEDS ASSESSMENT**

The information gathered for this segment of the report is intended to provide the reader with a detailed view of the unique transportation issues facing Region 3A’s member communities. The needs and challenges listed are generally local in nature, meaning they focus on problems with respect to how they affect the county, city, or town (i.e. not the region) and they suggest solutions in the same manner.

As in the previous year of the Region 3A transportation-planning program, the information was gathered using a seven-item survey related to the economic, commercial, residential and recreational needs in their communities. They were also asked three questions of the use of Region III-A and its services. Respondents were asked to list, in order of importance, what they perceive to be the five most pressing transportation needs for their respective municipalities. With these needs listed, they were asked to further explain why the suggested projects or improvements were necessary. The Region III-A questions were directed at inquiring if the municipalities were using the regions services and if their requests were answered in a prompt manner. The service questions also asked if the responding communities utilized the economic or the transportation sections of the region.

In addition to the assessment of needs, local officials were also asked to report the locations in and around their communities that had the highest potential for significant economic development activity. These may be—and often were—industrial parks, new housing developments, or proposed department store sites. The purpose for the listing of these potential development areas is to encourage local officials to consider where growth may be occurring in their communities and to recognize that growth will place added stress on their transportation infrastructure and upgrades should be planned accordingly.

The tables are arranged in the same format as was used in last year’s report. The first set of tables lists the needs and issues as perceived by Region 3A’s local officials, broken down first by county and then alphabetically by city and town. Immediately following these tables is an explanation of selected items in paragraph form, organized in the same way. The last set of tables is the listing of potential economic development areas. Following the last set of tables is a summary section dealing with the general challenges that the responding entities face.

Many local officials did not suggest any changes be made to this year’s report. In these cases the listings from the previous report were retained verbatim.

**REGIONAL TRANSPORTATION NEEDS ASSESSMENT  
TRANSPORTATION SPECIFIC ITEMS**

<b>Municipality</b>	<b>Description of Need</b>	<b>On INDOT Project List</b>
<b>Huntington County</b>	Milling the present road system and adding an additional 5"-6" of stone; widening all roads to 20 feet and topping off with 3" of asphalt	No
<b>Town of Andrews</b>	No response	
<b>City of Huntington</b>	Reconstruction and improvements to Waterworks Road and CR 200N	No
	Development of Lafayette Center Road to 4 lanes	No
	Rerouting U.S. 24 from I-69 to Roanoke	No
<b>Town of Markle</b>	Upgrade intersection of U.S. 224 and CR 500 E for industrial park (Novae Park)	No
	Widen and pave Tracy Street	No
	Enforce development plan that has been engineered for the current developer and install traffic light	No
	Improve sidewalks and upgrade lighting in the downtown area	No
	Upgrade traffic controls around Commercial Development @ I-69 and US 224 for better access	No
	Construct new road from Scott Street to U.S. 224	No
	Remove sharp curves in Frontage Road that approach State Road 224	No
	Widen and pave Division Road for direct access to industrial area	No
<b>Town of Mt. Etna</b>	No response	
<b>Town of Roanoke</b>	No response	
<b>Town of Warren</b>	No response	

<b>Municipality</b>	<b>Description of Need</b>	<b>On INDOT Project List</b>
<b>LaGrange County</b>	Add travel lanes to State Road 9 from LaGrange north to Toll Road (I-80)	Yes
	Underpass improvement on State Road 5 in Ligonier	No
	Widen CR 250N from Shipshewana to Middlebury	Yes
	Improve State Road 9 and CR 700S intersection	Yes
	Improve State Road 9 and CR 200N intersection	No
	Improve CR 700S	No
<b>Town of LaGrange</b>	U.S. 20 bottleneck from Mountain Street west to Town Line Road	No
	Widen Town Line Road (CR 00 E/W)	No
	Reconstruction of CR 200N	No
	Improve visibility at Poplar/U.S. 20 intersection	No
	State Road 9 and U.S. 20 intersection improvements (In Process)	Yes
	Reconstruction of Michigan Street from State Road 9 to CR 200E	No
<b>Town of Shipshewana</b>	Improvement of State Road 5 from U.S. 20 to North Village Drive	Yes
	Development of Pumpkinvine Trail from Shipshewana to Middlebury (Grant Application Submitted)	No
	Extend North Street to CR 735W	No
	Extend CR 200 from State Road 5 to CR 850W	No
	Construct new road from State Road 5 to CR 850W, north of North Village Drive, just south of the new fire station	No
	New Parking Lots in the Central Business District	No
	Shuttle Bus Service for tourists and visitors	No
	I – 80/90 Interchange for Shipshewana (extension of SR 5)	No
	Traffic Backups at CR 250 and SR 5	No
	Traffic Backups at CR 200 and SR 5	No
<b>Town of Topeka</b>	Add new entrances from CR 700W east along CR 700S	No
	Remediation to the intersection of ST RD 5 and 600S, high accident area	In Process
	Add new entrances from CR 600S south along CR 600W	No
	Widen CR 700S leading from State Road 5 toward Town, bicycle path	No
	Traffic Backups at Morrow St / West Lake St/ and Lake and Main St. Jct.	No

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<b>Town of Wolcottville</b>	Maintain CR 800S (County Line Road)	No
	Maintain State Road 9	No

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<b>Municipality</b>	<b>Description of Need</b>	<b>On INDOT Project List</b>
<b>Noble County</b>	Improve CR 1000E from State Road 3 to U.S. 6	Yes
	Improve CR 900N west of Baseline Road N/S	No
	Develop an east/west thoroughfare in southern Noble County	No
	Improve and extend CR 600S	No
	Improve Baseline Road E/W	No
<b>Town of Albion</b>	Reconstruct and widen Weber Road	No
	Widen CR 150 E	No
	Widen CR 400 N	No
	Improvements to W. Main Street and CR 300 N	No
	Improvements to W. Jefferson St. and Albion Rd.	No
<b>Town of Avilla</b>	Develop arterial streets to carry traffic through Town	No
	Improve surface and drainage in older sections of Town	No
	Install sidewalks from Cranberry Acres to SR 3	No
	Develop sidewalks and walking trails in new park area (Ley Street Park)	No
	Expand streets in east industrial park	No
	Replace sidewalks in northeast section of Town	No
	Construct new sidewalks along East and West Albion Street	No
	Widen East Albion Street	No
	Widen Progress Way (Engineering Study Done)	No
	Improve drainage and curbing and resurface Van Scoyoc and Railroad Street	No
	Extend Brown Drive to Lemper Road	No
	Reconstruct Streets, Curbs and Sidewalks in Royalcrest Addition	No
	Widen and Resurface / Reconstruct Miner Road north of Albion Street	No
	Reconstruct Green Drive	No
<b>Town of Cromwell</b>	Add travel lanes to State Road 5 at the entrance to the industrial park	No
	Maintain existing curb and drainage system on State Road 5 through Town	No
	Improve grade on rail crossings in Town	No
	Install a new drainage system along INDOT right-of-way	No
	Widen Moore St from W. Orange St to the South	No
	Install storm drainage system from Water St. along W. Orange St to CR 1025 W	No

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	Widen all of Baker St.. and improve curbing and drainage at Fourth St. intersection	No
	Widen all of Park St and install curb and drainage	No
<b>City of Kendallville</b>	Add travel lanes to U.S. 6 from east industrial park possibly as far west as State Road 9	Yes*
	Extend Sherman Road south from Waits Road to Lisbon Road	No
<b>City of Ligonier</b>	No response	
<b>Town of Rome City</b>	Completion of curbs and sidewalks throughout town	No
	Traffic light at the intersection of State Road 9 and Kerr Avenue	No
	Paving of road leading to Industrial Park	No
	Traffic Backup at Kerr Ave and SR 9 (Seasonal Summer Months)	No
<b>Municipality</b>	<b>Description of Need</b>	<b>On INDOT Project List</b>
<b>Steuben County</b>	Develop an improved commercial traffic route to industrial and commercial sites on the north side of Angola	No
	Upgrade rail services along corridor between Angola and Fremont	No
	Widen CR 200N to four lanes from CR 200W to I-69, widen to five lanes from I-69 to State Road 827	No
	Construct an industrial bypass on the southwest side of Fremont	No
	Widen CR 100N from CR 200W to Angola City Limits	No
	Improve McKinney, Wolhert, and Mill Streets in Angola	No*
	Improve CR 800S from Ashley to Hamilton	No
<b>City of Angola</b>	Truck route off of U.S. 20	No
	Widen Wendell Jacob Avenue as part of a truck bypass	No
	Completely rebuild Maumee St. (U.S. 20)	Some parts
	Finish Harcourt Road to State Road 827	Yes
	Extend Wohlert Street into the industrial park	Yes
	Start a bike/walk trail	No
<b>Town of Ashley</b>	Extend HL Thompson Jr. Drive south to CR 4 (Traffic Count conducted, submitted to INDOT FW)	No

**Transportation Planning Program – Year-end Report**

**Region 3A**

<b>Municipality</b>	<b>Description of Need</b>	<b>On INDOT Project List</b>
<b>Steuben County (Cont'd)</b>	Upgrade CR 4 from proposed junction of HL Thompson Jr. Drive west to CR 27	No
	Add and upgrade storm sewers on State Road 4 west of Union Ave.	No
	Upgrade sidewalks in the downtown area	No
	Upgrade street lighting in the downtown area	No
	Resurface State Road 4	No
	Speed Limit increase on Gonser Ave south of town proper	No
<b>Town of Clear Lake</b>	No response	
<b>Municipality</b>	<b>Description of Need</b>	<b>On INDOT Project List</b>
<b>Steuben County (cont'd)</b>		
<b>Town of Fremont</b>	Industrial bypass (from State Road 120 west of Town to State Road 827 south of Town)	No
	Improve Coldwater Street to Follett Estates, Blackman Prairie, Northside Estates, and Spring Haven Addition (widen and add a storm curb and gutter)	No
	Improve railroad crossing at Depot Street (install warning sign and track crossing surface)	No
	Rebuild street at Willow Prairie (remove asphalt and add new base and re-asphalt)	No
<b>Town of Hamilton</b>	Widen driving lanes, provide berms, and improve drainage on CR 800S (County Line Road) better access to I -69	No
	Resurface and level Bellefontaine Road from State Road 1 to CR 300E	No
	Widen, level, and resurface CR 300E north of Bellefontaine Road	No
	Possibly extend Water Street or Renner Street north to Brookside Drive (would include a bridge)	No
	Widen, straighten, provide berms, and improve drainage on DeKalb CR 61	No
	Construction of direct route to Angola	No
<b>Town of Hudson</b>	Widen and improve Parsonage Street	No
	Develop adequate parking along the Main Street commercial area	No
	Widen residential streets on the east and west sides of Main Street and improve intersections	No

***Transportation Planning Program – Year-end Report***

***Region 3A***

	Explore the possibility of developing a wildlife/hiking/bike trail between Hudson and Ashley	No
	Pave CR 750S to CR 575W	No
	Pave CR 575W from SR 4 to Circle Cemetery (north of Parsonage Street)	No
<b>Town of Orland</b>	Lower and resurface SR 120 running through Orland	No
	Widen SR 120 on the east and west ends of Town and install new storm sewers and curbs through Town	No
	Extend Maple Street to SR 120 west of Town	No
	Extend Vermont, Railroad, and Parker Streets east to CR 900W	No

***Transportation Planning Program – Year-end Report***

***Region 3A***

Municipality	Description of Need	On INDOT Project List
<b>Whitley County</b>	Resurface CR 600E from Lincolnway East to State Road 14	No
	Improve Lincolnway East from CR 300 E to CR 800 E	No
	Improve Lincolnway West from U.S. 30 to the West County Line	No
	Improve CR 300 E from Lincolnway East to State Road 205	No
	Resurface CR 500S from East County Line to State Road 9	No
	Resurface CR 900E from Churubusco to North County Line	No
<b>Town of Churubusco</b>	No response	
<b>City of Columbia City</b>	Improve SR 109 just north of U.S. 30	No
	Construct a connector road between State Road 205 and State Road 9 south of the city's corporate boundaries	No
	Improve roads and signal timing in Columbia City, new signage and sight distance improvements	No
<b>Town of Larwill</b>	Resurface and widen State Road 5 north of Town	No
	Maintain U.S. 30	Yes
<b>Town of South Whitley</b>	No response	
<b>Whitley County EDC</b>	Improvement of east entrance into Columbia City (lighting, guard rails, beautification)	No
	Continue exploring possibility of closing the rail crossing north of the Schrader Property behind Thomson Motor Sales	No
	Maintain CR 700 E south of U.S. 30 at a high level of service	No

**Transportation Needs Assessment  
Explanation for Selected Priorities and Additional Comments**

Responses for counties, cities, and towns were formulated separately, so similar or identical needs expressed by a city or town and its county indicate county awareness of the city or town's problem(s). In addition, if a city or town expressed a need and the county echoed that need, a high priority should be placed on solving that particular problem.

**LaGrange County**

- LaGrange County Highway Department officials anticipate a need for additional travel lanes from the Town of LaGrange to the Michigan state line some time in the future. This is listed on the INDOT project listing.
- According to LaGrange County Highway Department officials, manufactured housing traffic originating in the western part of the county has to take CR 600W south to U.S. 6 instead of taking State Road 5 because of a low underpass on State Road 5 in Ligonier. This would be a Noble County problem also, although it was only mentioned by LaGrange County officials.
- According to LaGrange County Highway Department officials, the intersection of State Road 9 and CR 700S has witnessed a high number of fatal accidents. Complaints have been received about the intersection of State Road 9 and CR 200N.
- CR 700S may need improvement with industrial growth. There are several manufacturers along this Road in Topeka already. A study is in process for a Bicycle Path leading from SR 5 to Morrow Ave,

**Noble County**

- The Noble County Commissioners, County Engineer, and County Highway Superintendent noted high volumes of traffic on CR 900N, more than would be expected for a rural thoroughfare. The road is in fair condition but will need frequent maintenance to support consistently high levels of traffic.
- Commissioners and Highway Department officials mentioned the need for a high-quality east/west thoroughfare in the fast-growing southern half of Noble County. Baseline Road E/W and CR 300S were named as possible candidates for this thoroughfare, although both would need extensive improvements to adequately serve the area.
- CR 600S (Noble/Whitley Co. Line) is discontinuous in several areas, and traffic flow would be improved if the segments were connected.
- An accident study was conducted at Old SR 3 and SR 3 north of Avilla,

**Steuben County**

- The City of Angola faces a problem similar to that in Fremont regarding commercial traffic in the downtown area. At present, trucks approaching from the west, south, and east destined for the industrial sites on the north side of the city have to get there by way of the roundabout at the intersection of Maumee Street (U.S. 20) and Wayne Street (Old U.S. 27). At times this causes significant back-ups. A proposal was submitted to the Angola Economic Development Commission and the Steuben County Tourism Bureau for traffic counts and analysis.
- The CR 200N improvements are needed to accommodate increasing commercial traffic and school traffic bypassing Angola.
- The county recognizes the need for an industrial bypass in Fremont.
- \*Wohlert Street is scheduled to be extended from Harcourt Street to Growth Parkway by INDOT with a letting date of 7/25/03. The improvements to McKinney, Mill, and Wohlert Streets are needed to allow local delivery trucks easier access to Angola businesses.
- The county also recognizes the need to upgrade CR 800S to improve the Town of Hamilton's access to I-69.

**Whitley County**

- The improvements to CR 600E are important because this road is a major connector to U.S. 30 and State Road 14. AADT of segments between the two highways range from 588 to 1,059.

- CR 500S is used frequently as an alternate route for the State Road 14 and U.S. 30. AADT of the segments from East County Line to State Road 9 range from 620 to 1181, generally tailing off from east to west.
- CR 900E sees a lot of commuter traffic between Noble County and Churubusco. AADT of the segments from Churubusco to the Noble County Line range from 1,851 nearest to Churubusco to 2,139 nearest to the County Line.
- The Whitley County Highway Superintendent explains that inadequate funding is inhibiting the county's ability to take on new, large projects. He suggests enactment of a Wheel Tax as a possible solution. Like the President of the Whitley County Economic Development Corporation, the Highway Superintendent recognizes the need to improve roads leading into the county and specifically into the county's economic development areas. Along with general road improvements, there exists a need for other enhancements, such as street lighting and landscaping.

**Town of Fremont**

- The industrial bypass is Fremont's top priority. Currently, many trucks reach the industrial parks on the south side of Town by going through Town or by passing between the middle school and the high school. This project is necessary to remove truck traffic from around the schools and from the downtown area.
- The Coldwater Street improvements are needed to support the growth of the four housing additions served by the street.
- The Depot Street rail crossing improvements are needed to enhance the safety of the crossing.
- The Willow Prairie Street rebuilding is a general rehabilitation project. The present road is broken down and needs to be replaced.

**Town of Hamilton**

- The improvement of CR 800S is a high priority for the Town since it is Hamilton's direct connection to I-69 and national commerce.
- The general street improvements are hoped to make Hamilton a more attractive location for commercial developers.

**City of Kendallville**

- \*The U.S. 6 project being undertaken by INDOT will add travel lanes from the State Road 3 west junction to the State Road 3 east junction.
- The improvement of U.S. 6 is considered essential to all types of development in the City of Kendallville.
- Extending Sherman Street to Lisbon Road would open up considerable land for residential development.

**Town of LaGrange**

- Poplar and U.S. 20 is a busy intersection due to the factories in the area.
- The reconstruction of Michigan Street is needed to support the high traffic caused by Atwood Pro and LA West.
- The aim of all of the suggestions is to improve the flow of traffic in the Town, especially on flea market and auction days in nearby Topeka and Shipshewana.

**Town of Markle**

- The improvements suggested in Markle are necessary for the Town to capitalize on its location, with I-69 and State Roads 3, 116, and 224 nearby. The improvements will also enhance the overall quality of life in the Town.

**Town of Rome City**

- The traffic light at the intersection of State Road 9 and Kerr Avenue is desirable as a matter of safety due to increasing traffic moving through the town.

**Town of Shippshewana**

- The State Road 5 upgrade and North Street and CR 200 extensions are needed primarily for promotion of tourism.
- State Road 5 is in need of resurfacing and modifications to increase traffic flow, presumably added travel lanes. A walkway under State Road 5, to permit safe pedestrian travel from the east side to the west side and vice versa at the location of the flea market entrance, is also desired.
- Shippshewana accounts for approximately 80% of the sales tax for all of LaGrange County and an efficient and aesthetically pleasing transportation system is essential to maintaining its strong tourism sector.

**City of Angola**

- The Harcourt St. and Wohlert St. improvements will help to alleviate traffic on N. Wayne St.
- It is hoped that the bike and walking trail will draw visitors to the Angola area.
- City officials expect the bypass to facilitate the movement of commercial traffic through the City and hope that it will attract additional businesses to the bypass corridor.

**City of Columbia City**

- The improvements to State Road 109 are needed to alleviate existing congestion and to support the anticipated Plew development. INDOT has a 6/18/02 letting date on a project to improve sight distance at the CR 400N intersection, but the improvements sought by City officials would presumably focus more on adding travel lanes and turn lanes and improving the road surface.
- According to the City's Operations Manager, a middle school has been located south of the City between State Road 9 and State Road 205 and is planned to include additional facilities in order to create a "campus" environment. It is believed that construction of a connector between the two state roads would open up the area to additional economic development.

**Town of Ashley**

- State Road 4 has not been resurfaced since 1992.
- The suggested improvements will enhance economic development efforts in the commercial and industrial sectors in the Town of Ashley.
- Traffic counts have been conducted for the intersection of SR 4 and H.L. Thompson Jr. Drive for possible remediation.

**Town of Larwill**

- There is a letting date of 1/15/02 on a pavement rehabilitation project involving the eastern portion of U.S. 30 in Whitley County. The portion near Larwill, however, is not proposed to be improved on the Project Detail Report.
- Town officials believe the suggested improvements will make Whitley County and the Town of Larwill more attractive areas for development by enhancing traffic flow.

**Town of Hudson**

- According to Town officials, the opening of additional retail establishments along Main Street has outpaced the parking capacity of the street. Expansion will be difficult due to the presence of apartments and houses on the west side of the street.
- Some Town residents have expressed interest in a trail between Ashley and Hudson. In addition to vehicular traffic, there is a considerable amount of foot and bike traffic between the towns.
- The paving suggested for CR 575W and CR 750S would be for both functional and aesthetic reasons.

**Town of Orland**

- The Town expects to see very little, if any, commercial and industrial growth due to the lack of a centralized sewage system. Also for this reason, maintaining the current downtown business district will be difficult.
- Due to years of top coating, the surface of SR 120 through Orland is severely crowned and has been raised to a level equal to that of the sidewalks on the north side of the commercial district. Not only does this adversely affect drainage, but the crowning of the road also makes it difficult in some places

for residents to exit vehicles parked along the road.

- The extension of Maple Street to SR 120 will help to divert a portion of the truck traffic from the industrial park away from the downtown intersection of SR 327 and SR 120.
- The extension of Vermont, Railroad, and Parker Streets to CR 900W would allow for residential growth and would provide an alternative for traffic flow away from the downtown intersection.

**Town of Cromwell**

- Adding travel lanes to State Road 5 at the industrial park entrance will enhance traffic flow and make the potentially dangerous intersection safer. The industrial park entrance is at the bottom of a hill, causing sight distance problems.
- The old drainage system in the INDOT right-of-way along State Road 5 has been damaged and is not operating. There is a potential for water backing up into the basements of houses located along the route.

**Town of Topeka**

- The suggested improvements are necessary to provide adequate transportation services to the industries located in the Town. Specifically the widening of 700 S to include bicycle lanes. Possible intersection modifications to SR 5 and 600 S.

**Town of Avilla**

- The suggested improvements are necessary to attract new businesses, industries and residential growth and to ensure unimpeded flow of traffic.

**Town of Wolcottville**

- The improvements to CR 800S have resulted in a much safer and smoother flowing roadway. As a result, the road is traveled heavily by commuters.
- The Town Council expressed concern that Wolcottville has not been able to grow commercially due to an inability to generate revenue to provide for services required for commercial growth. In addition, the Town Council is concerned that other economic development hindrances will be exacerbated by the cut in road funds.

**REGIONAL TRANSPORTATION NEEDS ASSESSMENT  
POTENTIAL ECONOMIC DEVELOPMENT AREAS**

<b>Municipality</b>	<b>Location</b>	<b>Type of Potential Development</b>
<b>Huntington County</b>	The northern, northeastern, and northwestern areas of the county	Residential
<b>Town of Andrews</b>	No response	
<b>City of Huntington</b>	U.S. 24 corridor west of Huntington	Residential, Commercial, Light Industry
	Park 24, U.S. 24 east of Huntington	Heavy Industry
	State Road 5 North	Commercial
	Commercial Road Industrial Park - Flax Mill Rd. at Commercial Rd.	Heavy Industry
<b>Town of Markle</b>	Northwest corner of I-69, U.S. 224 and CR 500 E intersection	Commercial and Industrial
	US 224 Industrial Park (Novae Park)	Industrial
	Tracy Street between U.S. 224 W and State Road 116 W	Residential
	New Housing addition along SR 116	Residential
	Downtown	Commercial
	Between Scott Street and U.S. 224 west side of highway garage property	Industrial
<b>Town of Mt. Etna</b>	No response	
<b>Town of Roanoke</b>	No response	
<b>Town of Warren</b>	No response	

<b>Municipality</b>	<b>Location</b>	<b>Type of Potential Development</b>
<b>LaGrange County</b>	Area along State Road 9 north of LaGrange to I-80	Commercial and Industrial
	Area along CR 700S near Town of Topeka	Industrial
	Area along CR 50E near I-80	Industrial
<b>Town of LaGrange</b>	Area north and west of Dutch housing on State Road 9 to CR 200N	Commercial and Industrial
	West of Town Line Road, Culp's addition and Steph Wingate's addition	Residential, maybe Commercial
	North Point Plaza	Commercial
<b>Town of Shippshewana</b>	Planned unit development on the east side of State Road 5, north of North Street	Residential
	Planned unit development on the north side of U.S. 20, east of State Road 5	Residential
	80-acre development just north of Tuscany Drive and Taylor Drive	Residential
	40-acre development on the west side of State Road 5, just south of North Village Drive	Residential
	Several areas are zoned Business along State Road 5	Commercial
	80 acres of land designated a TIF near the intersection of U.S. 20 and State Road 5	Industrial
	South of Town: Berkshire Addition, Berkshire Drive (between SR 5 and US 20)	Residential
	North of Town between Taylor Drive and SR 5	Residential
	West of Town Land located between SR 5 and CR 850	Residential
	East of Town Land located between CR 735 and CR 675 (single family dwelling, apartment, condos, senior housing)	Residential
	Central Business district bounded by SR 5, Middlebury Street, Talmage Street and North Village Drive	Commercial
	SR 5 corridor from US 20 to North Village Drive	Commercial
	East end of North Village Drive	Industrial
East SR 5 to CR 735	Commercial	
Forty acres around Wolf Community Building	Recreational	
<b>Town of Topeka</b>	Along CR 700S from west of Town to State Road 5	Industrial
	Along CR 600W from industrial park to CR 600S	Industrial
	Along CR 700S east to CR 500W	Residential
	East part of town to 500W	Residential
	Downtown Revitalization	Commercial
<b>Town of Wolcottville</b>	West of State Road 9	Industrial

***Transportation Planning Program – Year-end Report***

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***Region 3A***

	Around lakes near Town	Residential
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<b>Municipality</b>	<b>Location</b>	<b>Type of Potential Development</b>
<b>Noble County</b>	Area along U.S. 6 west of Kendallville	Commercial, Industrial, and Residential
	South of Ligonier on State Road 5	Industrial and Commercial
<b>Town of Albion</b>	South and west of town	Residential
	Along State Road 9, State Road 8 east, and West Main St.	Commercial
	East and north of town	Industrial
<b>Town of Avilla</b>	North and west sides of town	Residential
	Main and Albion Streets	Commercial
	South and east sides of town	Industrial
<b>Town of Cromwell</b>	East side of town and Shady Acres Mobile Home Court	Residential
	Downtown	Commercial
	Industrial Drive and Park Way	Industrial
	South of W. Orange St on Moore Street	Industrial
	East of N. Olive St.	Industrial
	Mini Mall area	Commercial
	Park Street Area	Residential
	Senior Way Area	Residential
	N. Olive Area	Residential
	E. Orange Area	Residential
	W. Orange Area	Residential
	Kreager Brothers Industrial Park on the northwest side of town	Industrial
	<b>City of Kendallville</b>	Area on U.S. 6 west of town
Area on U.S. 6 east of town		Commercial and Industrial
Area on State Road 3 south of town		Residential and Commercial
Along CR 1000E inside town limits (after rehabilitation is complete)		Residential and Industrial
<b>City of Ligonier</b>	No response	
<b>Town of Rome City</b>	Rome City Industrial Park (just west of State Road 9)	Industrial
	Along State Road 9	Commercial

***Transportation Planning Program – Year-end Report***

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***Region 3A***

	Sylvan Springs	Commercial & Recreational
	Sylvan Lake	Residential
	South of town	Residential

<b>Municipality</b>	<b>Location</b>	<b>Type of Potential Development</b>
<b>Steuben County</b>	Any and all lake areas, whether with lake frontage or in close proximity to a lake	Residential
	Along Old U.S. 27	Industrial
	Along CR 800 S east of I-69	Industrial
	Northeast of Angola along State Road 827	Commercial
	West of Fremont along State Road 120, State Road 127, and Old U.S. 27	Commercial
<b>City of Angola</b>	On the west side of State Road 827 north of the Breeden YMCA	Industrial
	North side of the City of Angola	Industrial
	Along N. Wayne St. and along U.S. 20 near the I-69 interchange	Commercial
	There is a 300-lot subdivision on the north side of Wendell Jacob Avenue between N. Wayne St. and State Road 827	Residential
	A housing subdivision is being developed behind Wal-Mart and two subdivisions are being developed east of State Road 827 north of CR 50 N	Residential
<b>Town of Ashley</b>	Downtown business district	Commercial
	106-acre industrial annexation along the west side of I-69 south of Town, bounded on the south by CR 4 and the west by CR 27	Industrial
	104-acre residential annexation south of Town bounded on the south and west by CR 23A, on the east by CR 27	Residential
	169-acre future planned industrial development along the west side of I-69, bounded on the north by CR 4, on the west by CR 27	Industrial
<b>Town of Clear Lake</b>	No response	
<b>Town of Fremont</b>	State Road 120 from State Road 827 west to outlet mall (I-69)	Commercial
	Blackman Prairie, Follett Estates, and Willow Prairie (west of State Road 827, north of Town)	Residential
	Crossroads Industrial Park (west and east of State Road 827)	Industrial
	Spring Haven Addition	Residential

<b>Municipality</b>	<b>Location</b>	<b>Type of Potential Development</b>
<b>Steuben County (cont'd)</b>		
<b>Town of Hamilton</b>	County Line Road from Town limits west to I-69	Commercial, Residential, and especially Industrial
	Bellefontaine Road west from downtown to Homestead Drive	Commercial
	CR 300E north of Bellefontaine Road	Residential (150-home development planned)
	State Road 1 and State Road 427 north of downtown	Commercial
	DeKalb CR 61 from Hamilton to Butler	Residential
<b>Town of Hudson</b>	A portion of Hudson on the north side of SR 4 from Main Street east to the Ashley town limits is being rezoned from Residential-1 to General Commercial	Commercial
	An area on the north side of SR 4 from Hudson Industries west to CR 575 W is zoned Light Industrial	Industrial
	An area on the northeast side of Town north of Dole Street and east of Smathers Street has been platted and is zoned Residential-1	Residential
	The existing trailer park has prepared 9 pads for expansion and the area south of the road serving the park will soon be zoned manufactured housing, providing space for 10-12 additional pads	Residential
	The western portion of Parsonage Street on the west side of Hudson is zoned Residential-1 and has room for 5-6 houses	Residential
<b>Town of Orland</b>	No specific locations were mentioned and there are no plans for annexations or extensions of the Town's jurisdiction	N/A

<b>Municipality</b>	<b>Location</b>	<b>Type of Potential Development</b>
<b>Whitley County</b>	Park 30 Business Center has over 110 acres of developable land on U.S. 30 bounded by CR 400E and CR 500E	Industrial
	Armstrong Corporate Park has 133 acres of land available on U.S. 30 northwest of Columbia City	Industrial
<b>Town of Churubusco</b>	No response	
<b>City of Columbia City</b>	Armstrong Corporate Park, adjacent to U.S. 30 in the northwest quadrant of the city	Primarily Commercial, some Residential
	80-acre Plew property contiguous with the city limit along State Road 109 just north of U.S. 30; the property is not yet annexed	Commercial
	Deer Chase, located in the northwest quadrant of the city along the south side of U.S. 30	Phased Residential development
	Eagle Glen, located along U.S. 30 on State Road 205 at the east end of the city	Phased Residential development
	3,300-acre TIF district located southeast of the city; although located outside of city limits, it will have an effect on the city	Industrial
<b>Town of Larwill</b>	Park 30 Business Center outside of Columbia City	Industrial
	Larwill near highway access points	Industrial, Commercial, and Residential
	South Whitley	Industrial, Commercial, and Residential
<b>Town of South Whitley</b>	No response	
<b>Whitley County EDC</b>	TIF District - U.S. 30 Industrial Corridor	Industrial
	Along CR 600 E north of U.S. 30	Industrial
	Town of Larwill	Residential

**REGIONAL TRANSPORTATION NEEDS ASSESSMENT  
GENERAL CHALLENGES COMMON TO ALL  
RESPONDING ENTITIES**

All of the entities that responded listed areas for growth and economic development. The five (5) Region III-A counties listed areas for Potential Growth two (2) Cities / Towns listed more than one area for potential growth.

The improvements needed questions shows high responses. Of the five county regions forty –seven (47)- specific locations were noted. The highest number comes from Noble County with many improvements cited in the Town of Avilla.

The question specific to accident locations brought four (4) responses. One of those responses has been addressed and the findings forwarded to INDOT Fort Wayne for further study. The other three (3) will be looked into. Of the remaining three (3) it should be noted one involves a railroad crossing.

Traffic Backups seem to be of concern with four (4) incidents listed in the survey. One of these issues is in process of study. The three (3) remaining will be investigated after the accident findings are processed.

The Region III-A service questions are listed as follows; there were five (5) entities that responded that they have requested services from Region III-A. Of the five (5) respondents three (3) have used the Transportation Section of Region III-A. From this survey it is not know if they have also used the EDD section and Community Development sections of the Region. Of the entities reporting four (4) of the five (5) report being satisfied with the results of Region III-A's efforts. Two of the responding Cities / Towns did report however that they either "do not qualify for any funding in this area" or the other respondent states "the small size of the Town will not lead to any major outside funds".

As a summary to the RTNA survey it seems that all the entities responding are interested in growth and economic development. It also seems that the need for existing improvements questions 5, 6 & 7 is more on the minds of the cities / towns than the potential growth issues questions 3 & 4.

The questions specific to transportation issues questions 4, 8 & 9 ranks lowest on the respondent's minds. As stated previously accidents rank high on the priorities for the Transportation Section. Then other safety issues Railroad crossings, sight distance corrections, poor signal, signage location etc. Traffic Backups then take there place.

A note as to question four, the question makes reference to improvements made to the existing transportation system to support economic development. The responses to this question are most probably LOS, or remediation issues. Questions 8 & 9 are specific enough that no notations are needed here. There seems to be a contradiction however in the responses. Many municipalities state improvements are needed. However, Very few responses to acknowledge traffic backup and accident problems exist. A contradiction exists.

The Region III-A service questions show that the cities / town that have used the services are satisfied with the results obtained. The challenge for the Region III-A is to broaden our service base. The transportation section needs to be more "out front". In fairness it is believed that more Cities / Towns have used the services of the Region that the survey shows. The Transportation Section is seeking more involvement at the comprehensive planning stages of the counties, cities and towns in the service area. This will lead to a more unified and approach to funding.

In response to the two (2) entities that "do not qualify" or "...small size of town...major funding" the region needs to address this issue. Without knowing the specifics of the issues it is not possible to make a decision as to what the proper course of action is. However, an effort needs to be made to address the appointed individual and make note of the fact that the region does provide more resources and labor that most towns in the region have available to write the grants, accident reports, TIFF proposals that are

needed. This background research improves the possibility for additional funding sources.

## **TRAFFIC COUNTING**

Over the course of the 2003-2004 grant cycle, Region 3A conducted eighteen traffic counts in data gathering efforts for the Small Urban and Rural Transportation Planning Program grant. This number represents studies in already submitted or studies in process.

The traffic counting program has been hampered by the loss of the Region's part time traffic technician and on the job training for the transportation planner.

The following tables include traffic data from the 2003-2004 cycle. The current cycle's data are printed in italics and counts that were conducted on major collectors are in bold letters.



## **MAPPING**

Region 3A's mapping capabilities were greatly enhanced with the purchase of digital maps of all five member counties at the end of the 2001-2002 grant cycle. With these maps, Region 3A planners have been able to illustrate the results of traffic counts, show the location of bridges and rail crossings, and highlight major collectors. The maps were a very useful tool in planning the traffic counting schedule for the 2002-2003 counting program, and they continued to serve that purpose in 2003-2004-grant cycle. In addition to this benefit, Region 3A can now display data in a much more dynamic format than simply lists in tables.

The Region is implementing a GIS program in the 2004-2005, grant cycle. The mapping efforts are in a state of transition. Region III-A has purchased a GIS software program, ArcView 8. The region will be converting to the GIS format in the next grant cycle, 2004-2005. The support from the member communities in terms of access to their GIS data has been disappointing. It is the goal to obtain these base maps from the entities and thus eliminate duplicate effort. If the maps cannot be obtained from the service members of the Region the census maps (Tiger Line) and the matching metadata bases will be used. If possible the existing Adobe maps will be imported thus beginning a Region III-A database. The GIS implementation is an ongoing effort and the results will be documented in the 1<sup>st</sup> Quarter Report of the 2004-2005-grant cycle.



